

The Hongkong Telegraph.

WEATHER FORECAST
FINE

Barometer 29.97

(ESTABLISHED 1861)
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October 17, 1913, Temperature a.m. 76, p.m. 81; Humidity...34, 26.

October 17, 1912, Temperature a.m. 70, p.m. 78; Humidity...64, 58.

9,225 晚九十月九年丑癸

SATURDAY, OCTOBER 18, 1913.

大拜禮 號八十月十英港香

\$36 PER ANNUM
SINGLE COPY 10 CENTS.

TELEGRAMS.

VOLTURNO DISASTER.

SURVIVORS ARRIVED.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 17.
The New York correspondent of Reuter reports that the s.s. Kroonland has arrived with the survivors of the s.s. Volturmo. The rescued were cheered on landing.
Captain Inch denied that he used a pistol to subdue the crew, who, he affirmed, rendered every possible help to the passengers.

COLLIERY DISASTER.

RESCUE OPERATIONS SUSPENDED.

London, Received Oct. 17.
The rescue operations at Cardiff have temporarily been suspended and all efforts are now being concentrated to the task of extinguishing the fire, but there is little hope that there are any further survivors.

The Relief Fund.

His Majesty the King has sent £500 to the Cardiff Relief Fund, the Marquis of Bute 1,500 guineas, and three Colliery Companies 1,000 guineas each. A Mansion House Fund has also been opened.

OBITUARY.

SIR GEORGE WOMBWELL.

London, Received Oct. 18.
The death has occurred of Sir George Wombwell.
[Sir George Orby Wombwell was born in 1832 and after leaving Eton became a cornet in the 17th Lancers, and was promoted for gallantry, having taken part in the famous Balaklava Charge. He was master of the York and Ainsty Hounds for several years and owned estates of about 12,300 acres.]

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 19th October, 22nd Sunday after Trinity. Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses, Psalms, of the 10th morning. (11) Te Deum, Oakley in F.; Jubilate, Ayrton in E. Anthem, "O Lord my God." Wesley, Holy Communion (11.45 a.m.) Kyrie, Thorne in E. Hymns, 425, (Tune 424), 553. Evensong (5.45 p.m.) Responses: Ferial, Psalms, of the 19th evening; Magnificat, Flintoff (2nd evening); Nunc Dimittis: Wesley; and Hymns, 167, 181 and 20.
St. Andrew's Church, Kowloon, 22nd Sunday after Trinity, 19th October, 1913. Morning Prayer 11 a.m. Responses: Ferial, Venite: Crotch: Psalms, Olliv. Foster, 20th morning—CIV. Alternative Chants 20th evening; Te Deum S. Jude, Jubilate, Ouseley: Hymns: 381, 383, and 379, Kyrie, Mendelssohn. Evening Prayer, 6 p.m.—Hymn, 382; Responses: Ferial; Psalms, OLLIV. Woodward, 30th morning—OXII, 30th morning; Magnificat, Barnby in E. 29th morn.: Nunc Dimittis, Rimbaud, in E. 16 evening: Hymns: 288, 368 (2nd tune), and 365. Vesper-Hymn.
St. Peter's Church, West Point Sunday, Oct. 19th: Holy Communion 8 a.m., Morning Service and Holy Communion at 11 a.m. Evening Service at Seamen's Institute, 7.30 p.m.
Union Church, Kennedy Road, Sunday October 19th. Hospital Services Morning, at 11 a.m. Hymns, 128, 427, and 43; Evening, at 6 p.m. Hymns 363, 60, 284 423, and 353. Prescher Rev. J. Kirk Macdonald.

TELEGRAMS.

HOME RACING.

MIDDLE PARK PLATE.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 18.
The result of the Middle Park Plate (6 furlongs), run at Newmarket is as follows:—
1. Corcyra 1.
2. Stornoway 2.
3. Kennymore 3.
Seven ran; won by a length and a half; the same distance between second and third. The betting was 11 to 8 Corcyra, 5 to 4 Stornoway, 50 to 1 Kennymore.

Cambridgeshire Betting.
The betting for the Cambridgeshire is as follows:—
8 to 1 Fairy King.
100 to 9 Saint.
100 to 7 Cheerful.
100 to 7 Dramore.
100 to 6 Equanimity.
20 to 1 Cantilever.

AIRSHIP TRAGEDY.

TWENTY-SEVEN PEOPLE KILLED.

London, Received Oct. 18.
Reuter's Berlin correspondent reports that when an airship was just mounting, the spectators heard an explosion forward. Instantly flames swept the whole length of the craft exploding all the balloons successively.
The vessel, laden with 23 persons and heavy engines, crashed to earth and was reduced to atoms.

Wanted to Die.
Two persons are living, one is in extremis. The other, Baron von Bleuel, who is horribly injured, implored pitiously to be put to death.
The victims include two naval advisers and Count Zeppelin's most famous pilot.
Baron Von Bleuel Dead.
Baron von Bleuel is dead.

MILLIONS SPENT ON FOOTBALL.

(Continued from page 3.)

Hampden Park at Glasgow, which will accommodate 140,000 spectators, but Chelsea, one of the newest comers to League football, runs it close since nearly 100,000 spectators can be accommodated there. The football public, however, is a very discriminating one, and it is no use possessing a beautiful playing pitch and palatial accommodation unless you can "deliver the goods" in other words place a really first-class team in the field. First-class footballers, or "stars" as they are called, are not found in gooseberry bushes; they are very rare birds, and the football "scout" whose business it is to discover new talent or to tempt a player from one club to another finds his task as difficult as that of the orchid hunter in the forests of South America.
Yet the public will have the best, and the directors of wealthy clubs will go to almost any lengths to "build up" a really well-balanced first-class team. At the present moment I believe the highest price ever paid for a player was the £2,000 paid by the Blackburn Rovers last year for D. Shea, a forward belonging to the West Ham United Club. It is rumoured, however, that Chelsea paid a like sum to Aston Villa for the transfer of Halse, a notable forward. "Thousand pounds" men are like the leaves in Vallombrosa. Here is a list of some of the most notable purchases of late years:

TELEGRAMS.

GOVERNOR SULZER.

FOUND GUILTY.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 17.
Reuter's correspondent at Albany, reports that the Impeachment Court has found Governor Sulzer guilty of making a false statement in regard to the Election Campaign contributions, of perjury, and of suppression of evidence, but found him not guilty of the charges of bribery. The verdict on four other articles in the indictment will be given to-day.
London, Received Oct. 18.
The Court has voted with a majority of 43 to 12 in favour of the removal of Mr. Sulzer from the Governorship.
Disqualified for Holding Office.

London, Received Oct. 18.
Reuter's correspondent at Albany states that the Court unanimously agreed that Mr. Sulzer was disqualified for holding office in the future.
It dismissed for lack of decisive evidence the counts charging him with larceny in speculating with campaign funds, with butting his political influence, with using his position to influence the prices of stocks, and with attempting to intimidate legislators.

1905. Common (Sunderland to Middlesbrough), £1,000.
1907. Reeves (Barnsley to Villa), £1,200.
1908. Shepherd (Bolton to Newcastle), £1,000.
1907. Wilson (Belfast and Everton to Newcastle), £1,500.
1911. Simpson (Falkirk to Blackburn), £1,800.
1912. Hibbert (Bury to Newcastle), £1,950.
1913. Shea (West Ham to Blackburn), £2,000.
1913. Walden (Northampton to Tottenham Hotspur) about £1,500.

The Players' Share.
It is stated to-day that Chelsea's first team cost them at least £5,000 apart from the wages. By the rules of the League a player benefits considerably by the transfer, for he is permitted to receive 10 per cent. of the transfer fee after one year's service; this is raised to 15 per cent. after two years, 25 per cent. after three years, 35 per cent. after four years, and 50 per cent. after five years' service. The balance sheet of a wealthy League club affords very interesting reading. Take these items of Aston Villa's expense for last season:—
To players' wages and transfers... £7,719 8 1
Travelling, training, & hotel expenses £2,540 3 5
Trainers' wages... £278 5 0
General expenses £2,782 14 1
Against these huge expenses, a club can only make a profit if the total must be set by gate money received—£23,179 13 0.
While on the year's working income exceeded expenditure by £5617 9s. 5d.
To sum up a few records will banish all doubt as to the all-pervading popularity of professional football to-day.
On March 23, 1912, there were 127,307 spectators at the international match between England and Scotland at Glasgow.
On April 19, 1913, 180,021 persons watched the F.A. Cup Final between Aston Villa and Sunderland at the Crystal Palace.
The biggest crowd on record at a League match was 68,000 at Stamford Bridge, when Chelsea met Newcastle United, December 22, 1909.
£9,408 9s. was taken on April 19, 1913, at the Crystal Palace. This is a record for any match.
Laurence Woodhouse in the Daily Mail.

TELEGRAMS.

FRENCH ARMY.

SEQUEL TO MANOEUVRES.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 17.
Reuter's correspondent at Paris, states that Generals Faurie, Plagnon, and Courbessais, two Divisional Generals, three Brigadiers, and five Colonels have been either placed on half-pay or requested to retire as a consequence of inefficiency displayed during the Army manoeuvres.
General Faurie was also brought before a Court of Enquiry on a charge of a breach of discipline for writing a letter protesting against the above action.

PEARSON CONTRACTS IN COLOMBIA.

The American Objections.

The Times—Washington correspondent writing on September 22, states:—
Curiosity is felt here over the terms of concessions which the Pearson interests are reported from London to have obtained in Colombia. According to one account the concessions include the building of an important harbour on the Gulf of Darien and the enjoyment of certain rights in the harbour. Should there be anything in this story, it is deemed possible that the world will be treated to another proof of the determination of the United States to safeguard the zone of influence around the Panama Canal. It is remembered that the Lodge resolution adopted last year in the Senate was to the effect that the acquisition by a foreign company of base of political or military value near the Canal would be considered an infraction of the Monroe Doctrine. Another reason why Washington might look askance at foreign exploitation on a large scale near Darien is the fact that the possibility of using the Atrato River in the construction of an interoceanic canal is still a moot point.
There can be no doubt, the Times adds, that the views expressed in the above cablegram raise questions of the most momentous interest, but so far as the Pearson concessions are concerned, they are based on inaccurate information, and in any case premature. Neither from Colombia nor Ecuador have Messrs. Pearson and Son as yet actually secured any concessions at all, for in both cases the contracts have still to be ratified by the respective Congresses. Apart from this, however, there is no truth in the report that the contract with Colombia contains any such concession of that which seems to have excited the susceptibilities of Washington.
As regards the second point mentioned by our Correspondent, the general objection to any large concessions being granted to foreigners near Darien because of the possibility of an interoceanic canal being constructed along the line of the Atrato, there is no doubt that North American opinion is very sensitive on this matter, more especially owing to the refusal of Colombia to recognize the fact accomplished in Panama and to come to terms with the United States. Americans are determined to have the monopoly of interoceanic communication by way of the Isthmus, and are prepared to pay heavily for a lien on the only possible alternative route to that of Panama which is still outside the sphere of their control. Early this year Mr. D.H. Bois was sent on a special mission to Bogota, and on February 15 had a formal con-

TELEGRAMS.

CANADA'S NAVY.

BILL TO BE INTRODUCED.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 17.
According to Reuter's correspondent at Ottawa, the Government organ, Citizen, says a Bill will be introduced shortly authorising the purchase by Canada of the three battleships now in course of construction in England, these to be placed at the disposal of the Admiralty. As this will be a Money Bill, it cannot be amended by the Senate, which must accept it or reject it.

DUKE OF CONNAUGHT.

SAILED FOR CANADA.

Reuter's
[Service to the "Telegraph."]
London, Received Oct. 18.
The Duke and Duchess of Connaught have sailed for Canada.

CADDER MINE DISASTER.

Coalowners and Rescue Apparatus.

Following on our leading article on Thursday which remarked on the want of rescue apparatus at British mines, the following will be found interesting:—
Sir Henry Cunynghame, in Glasgow on September 22 opened an inquiry into the circumstances of the mining disaster which occurred on August 3 at Cadder, near Glasgow, in a pit belonging to the Carron Company, and in which 22 men were killed.
Mr. George Pate, general manager of the Carron Company said that the company had decided to provide adequately for dependants.
Evidence was given by James Bonar, the district general manager in charge of the pits in the Cadder area.
Examined by Mr. Robert Smillie (for the Lanarkshire Miners' Union), the witness said that under the law he would be responsible for the provision of rescue brigades at the colliery. He was fully aware of the Act of 1910 and the orders issued in it. Provision for fire was made at pits 15 and 17.
The witness had a letter from Coalowners' Association on April 19, 1913, instructing him to take action and provide and equip brigades except in regard to the self-contained apparatus. That was a point that was then being considered.
Was there not an Act of Parliament passed in 1910 dealing with rescue work?—Yes.
Was it your duty to carry out that Act?—I was entirely in the hands of the Coalowners' Association. The point had not been decided as to what was the proper type of apparatus.
The witness went on to say that he enrolled ten men from each pit to form a rescue brigade.
Mr. Smillie.—But you never gave them any training of any kind?—No.
You say you did provide certain appliances. What kind of appliances did you provide? Had you anything at this colliery on the day of the accident to enable persons to go in to noxious gases?—No.
The Commissioner.—I may say at once that in going into the whole question about rescue apparatus the witness has clearly said they were in default about it. I cannot see any other conclusion than that.

The witness, in further examination, said he knew generally what happened on the night of the accident, and in his opinion there would have been no chance of saving life on that date even if there had been rescue brigades formed or even if there had been portable breathing apparatus. Since the accident four smoke helmets with complete equipment had already been provided at the pit.
The Commissioner.—That gives rise to another question. Are they only smoke helmets with bellows?—Yes.
The Commissioner remarked that smoke helmets were of little use in an accident like that at Cadder.

New Post Office Building.

The Office of Works have already begun the excavation of the site of the old General Post Office in St. Martin's-le Grand, in preparation for the erection of the new building for the accommodation of the Accountant-General's Department of the Post Office.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

There is little hope of rescuing further survivors from the mine disaster.

Three colliery companies have sent a thousand guineas each to the Cardiff Relief Fund.

The Kroonland has arrived at New York with the survivors of the Volturmo, who were cheered.

A Mansion House fund has been opened for the dependants of those lost in the Cardiff explosion.

His Majesty the King has contributed £500 to the Cardiff Relief Fund, and the Marquis of Bute 1,500 guineas.

Capt. Inch denies that he used a pistol to subdue the crew, who rendered the greatest possible help to the passengers.

It is reported that a Bill will be introduced authorising the purchase by Canada of three battleships building in England.

The rescue operations at the Cardiff mine have been temporarily suspended, and efforts concentrated on extinguishing the fire.

Some leading French officers have been placed on half pay or retired in consequence of inefficiency during army manoeuvres.

Governor Sulzer has been found guilty of filing a false statement of the campaign contributions, of perjury and of the suppression of evidence.

LOCAL.

"Hongkong twenty-five years ago" appears to-day under the heading of "1888."

Messrs. Wright and Hornby's weekly share report appears elsewhere in this issue.

The Hongkong Tramway Company is to pay a dividend of 5 per cent. per annum for the half year ended June 30.

DON'T FORGET.

TO-DAY.

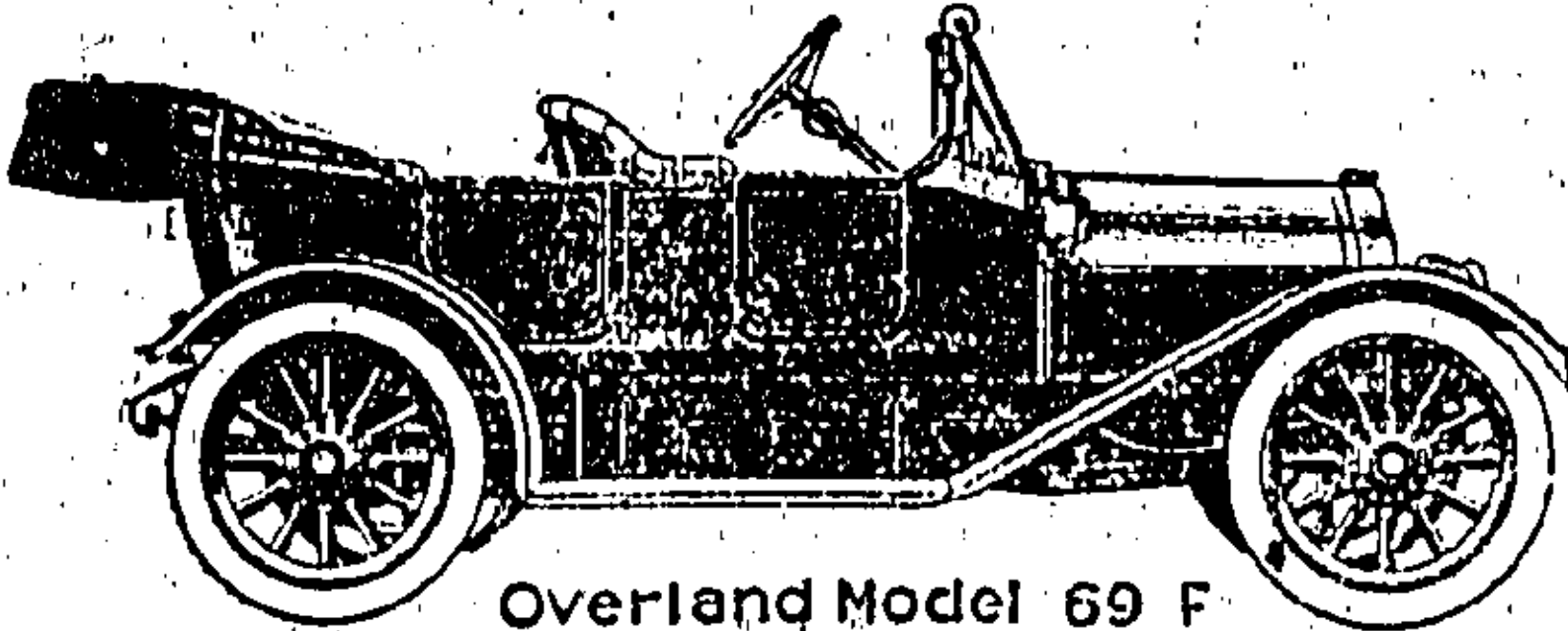
Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Seafarer's Service St. Peter's Church 11 a.m.
Victoria Theatre 9.15 p.m.
Bijou Theatre 9.15 p.m.
Tuesday, October 21.
Paper "Oil Fuel for Marine Boilers," Institute of Engineers—9 p.m.
Wednesday, October 22.
Auction at G. P. Lammert's Sales rooms, sailing boat, 5.30 p.m.
Meeting of Shareholder Headquarters Mining Co. Hongkong Hotel, 4 p.m.
Saturday, October 25.
Extraordinary General Meeting Hongkong Hotel Co.—noon.
"Twelfth Night," Theatre Royal—8.15 p.m.
Tuesday, October 28.
"Twelfth Night," Theatre Royal—9.15 p.m.
Wednesday, October 29.
Half Yearly Meeting—Jockey Club.—noon.
Thursday, October 30.
"Twelfth Night," Theatre Royal—9.15 p.m.
G. P. Lammert's Auction Sale Machinery—11 a.m. Yaumatei, Thursday November 6.
2. Batt'n. D.O.L.I. Sports.
Friday November 7.
2. Batt'n. D.O.L.I. Sports.
Saturday November 8.
2. Batt'n. D.O.L.I. Sports.

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Overland Model 69 F

A number of Overlands have now arrived and are finding a ready sale.

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DRAGON CYCLE DEPOT.
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SHIP CHANDLERS
PROVISION & COAL
MERCHANTS

Hongkong, 3rd October, 1913.

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DRESS SHIRTS A
SPECIALITY
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have opened

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in the most up-to-date style and fashion at the large
and commodious Premises No. 38 & 40
Queen's Road Central,

lately occupied by Messrs. H. Ruttonjee & Son,
where we are displaying an entirely new, handsome
and gorgeous stock of
Silk Goods & Jewellery Ware
of all descriptions in a variety of new, elegant and
attractive designs and patterns.
The stock includes a choice selection of
Turkish, Persian & India Silk,
Carpets & Woollen Rugs
in choice and elegant patterns.
Prices specially reduced for summer.
Cheapest store in the Colony.
An early visit earnestly solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913.

CAMPBELL, MOORE & CO.
THE BEST BARBER SHOP IN THE COLONY!
CHIROPODISTS, MANICURISTS AND
LADIES HAIR DRESSERS
HONGKONG HOTEL BUILDINGS.



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ASTHMA
CAN Be Cured.

THEN why be half suffocated,
and sit up all night cough-
ing and gasping for breath when a
SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt
relief and ensure a good night's
rest. This, the only genuine cure
for Asthma, discovered by Mr.
NOBBS, a qualified Chemist, and
a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.

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WATSON & Co., Ltd. and all
Chemists and Patent Medicine
vendors.

Price \$2.50 per bottle.

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT

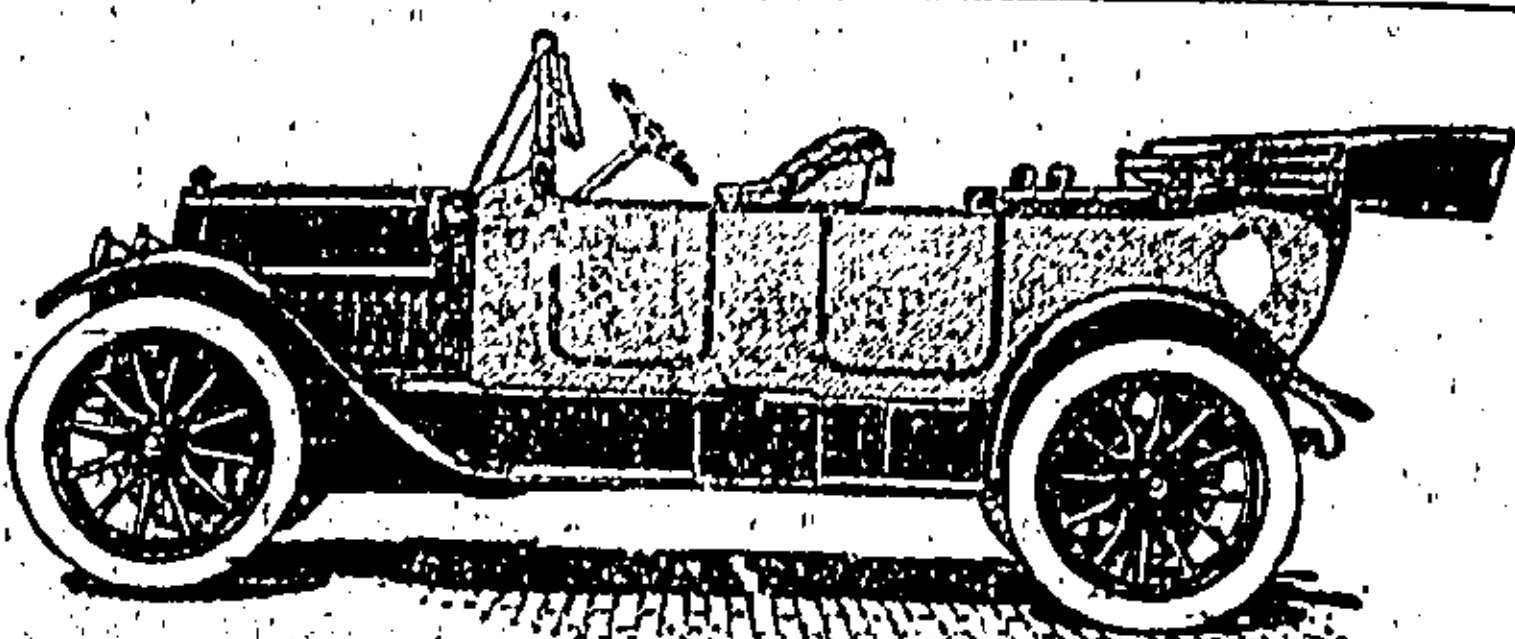
In Casks of 375 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
General Managers.

OBTAINABLE EVERYWHERE.

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MITSUI BUSSAN KAISHA.
Hongkong, June 11th, 1913.

Hongkong, 16th August, 1901



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HANKOW TEA
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Special Rates will be quoted on application for other parts of the world.

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leaves on	arrives in	leaves on	arrives in
S.S. KITANA MARU 10-9-13	23-10-13	S.S. NILE 15-10-13	30-10-13
RYANZA 17-9-13	2-11-13	KATORI MARU 27-10-13	4-11-13
IYO MARU 24-9-13	6-11-13	SYRIA 29-10-13	13-11-13
KORE 1-10-13	16-11-13	KAMO MARU 5-11-13	18-11-13
HIRANO MARU 8-10-13	20-11-13	SUMATRA 12-11-13	27-11-13

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Hotels

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A LA CARTE GRILL ROOM.

Now Open.

Hongkong, 20th April, 1911.

J. FAGGART,
Manager. [34]

GRAND HOTEL.

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Rates for Time and Dinner. SPECIAL DINNERS AT SHORT NOTICE. CUISINE
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Families On Application.

"The Grand Hotel orchestra will play selections during, time and dinner
and at intervals during the day."

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F. REICHMANN,
PROPRIETOR. [62]

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One Minute's Walk from Ferry.
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Best of Food and Service.
Hotel Launch meets All Steamers
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R. H. NORTH,

Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak,

near the Tram Terminus

Tel. 56.

For Terms apply to the

MANAGER. Hongkong, 18th July, 1913.]

JUST ARRIVED.

Ex. S.S. EASTERN.

SMOKED FILLET HADDOKS. KIPPERED HERRINGS.

Also in hand, Fresh Deep Bay Oysters.

Open till Midnight.

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The various processes the glass must go through before it is
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interesting and instructive.

SEE US AND YOU WILL SEE BETTER.

MANILA

OFFICES.

76, ESCOLTA.



OUR CONTEMPORARIES.

South China Morning Post

Benefits of Speculation.
Although preparations are
openly and steadily going for-
ward in the north of Ireland for
rebellion, and although the
vigilance of the Customs is being
constantly overcome in the smug-
gling of arms into Ulster, com-
mercial Belfast looks calmly on
and placidly pursues the even
tenor of its way. Unmoved by
war and rumours of wars, the
thrifty merchants of Ulster
continue to buy and sell and
the commercial faith of the
shipping houses in Great Britain
remain unshaken; the commercial
credit of Ulstermen is as good as
ever and offers for future delivery
are as promptly accepted now as
they were months ago. At a mo-
ment when it would seem that
the vaporous mouthings of that
rapid mischief-maker Sir Edward
Carson and the more-to-be-feared
utterances of his chief associate,
Mr. F. E. Smith, are about to
fructify, and when armed volun-
teers against British authority are
training and manœuvring to up-
set it, it is surprising in the ex-
treme to observe that there is not
the slightest tendency to commer-
cial or financial panic.

Daily Press.

Japanese Shipping.

At the end of last year the re-
gistered gross tonnage of Japa-
nese steamers amounted to 1,430,
320 tons. That figure must have
been considerably increased in
the present year by the purchase
of a large number of steamers
from abroad, and by the output
of the Japanese shipbuilding
yard. Two further facts are
worth noting: (1) that there are
only eighteen steamship com-
panies whose authorised capital
is 500,000 yen (\$30,000) and up-
ward, and these own half total
steamship tonnage of the country;
and (2) that the net earnings of
the principal shipping companies
during the last ten years have
seldom equalled the amount of
the subsidies paid by the Govern-
ment. The subsidies paid by
the Government in 1903 amount-
ed to 6,848,264 yen; in 1912 the
amount was 11,851,603 yen. In
the last ten years the dividends
paid by the shipping companies
have ranged from an average of
7.8 to 14.2—the highest figure
being reached last year, and it is
instructive to note that while the
net earnings of eighteen com-
panies last year are given as
10,339,773 yen, the amount of
the subsidies and bounties grant-
ed was 11,851,603 yen. It will
thus be seen how important a
factor the Government subsidy
is in the expansion of the Japanese
mercantile marine.

China Mail.

Light Railways in Japan.

We have from time to time
given particulars of the develop-
ment of the railway system of
Japan, the latest reports of which
show that there were open to
traffic 5,044 miles of State and
562 miles of private railways, or
a total of 5,606 miles. In recent
years, however, in addition to the
ordinary railways there has been
a great increase of light railways
of different kinds, and the Rail-
way Board has just published a
report giving the results of an
investigation into result develop-
ments. According to the returns,
since the enforcement of the light
railway regulations the establish-
ment of new private steam rail-
ways has ceased, and those which
had been established in accord-
ance for control of private rail-
ways have many of them conver-
ted their system so as to adapt
themselves to the provisions of the
light railway regulations. The
number of private railways estab-
lished according to the light
railway regulations has greatly
increased due to the encourage-
ment of the Government, and the
simpler procedure for opening
business, which have been an
impetus to this kind of railway
enterprise. The light railway
companies doing business at
present throughout the country
are 38, with a mileage
of 574.

For a good solid meal, a la
Carte or Table D'Hôte with
Wine & Liqueurs of the Best
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When Cholera menaces, the utmost precaution must be
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thoroughly disinfect all Garbage Cans, Sinks, Drains and
Toilets with CN. In every cleaning operation use CN. It's the
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Don't use "mild" disinfectants—use only CN. CN has the
power to ward off the ravages of disease. CN has the germi-
cidal strength to defeat the spread of disease. CN has greater
germ-killing qualities than other disinfectants—and none of
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Telephone 1463.

GENERAL NEWS.

Factory Fire in Edgware-road.

Damage to the extent of about \$15,000, most of which, it is stated, is covered by insurance, was caused by a fire at the musical instrument factory of Messrs. Boosey and Co., in Frederick-mews, Stanhope-place, Edgware-road. The building is 120 yards long by 60 yards in width.

A Souvenir of the Coronation.

There has been added to the Mansion House plate, in commemoration of their Majesties' Coronation, a replica in silver-gilt of the Coronation chair in Westminster Abbey. The model, which is exact in every particular, is about a quarter of the size of the original and weighs 200 ounces. The stone beneath the seat is reproduced in granite.

Gift to the Royal Colonial Institute.

The library of the Royal Colonial Institute, which already contains 100,000 works relating to all parts of the Empire overseas, has received a notable addition in a collection of over 700 books and pamphlets relating to Cyprus, presented by Mr C. D. Cobham, O. M. G., who was for many years Commissioner at Larnaca. The collection includes practically everything relating to Cyprus that has been printed.

"He-Tholy City."

In choirs and places where chorus singing is practised there has been no more popular Cantata for the last thirty years than Gaul's "Holy City." The composer of this attractive and unique common-place work who has just died at a ripe age, was a native of Norwich, and as a boy was a chorister in the City's Cathedral. Next to "The Holy City" which was first heard at the Birmingham Festival, his earlier Cantata, "Rut" was undoubtedly his most popular work.

Pleasant Neighbours.

In face of the talk of an Anglo-German rapprochement, it is distinctly discouraging, says the *Globe*, to find the principal speaker at the meeting of the Pan-German League declaring that "only if the national antagonism of the Boer race against the British race was kept alive could the Germans hold their own against British expansion." We have a right to feel offended that so unfriendly a sentiment should have come from a man holding the rank of a Major-General in the Kaiser's army.

MILLIONS SPENT ON FOOTBALL.

The Amazing Growth of the Game.

When the history of the past fifty years comes to be written the author will have performed his work very indifferently if he fails to dwell on the extraordinary hold Association football has taken upon the British public.

But a few years ago football, as far as England was concerned, was a game for boys to play at school and a few enthusiasts playing for a short while after their schooldays were over. To-day it is a national pastime, a huge financial enterprise, a matter of vital importance to very many thousands. A little while ago its followers were the hony-handed sons of toil in the great mining and manufacturing districts of England; to-day football attracts the keen attention of the highest in the land, and "from the King on his throne" to his humblest subject every Englishman seems to take the keenest interest in the doings of the great League teams which play under the jurisdiction of the Football Association, whose patron is the King himself.

World-wide Interest.

Nor is the interest in the doings of the League teams confined to the British Isles. Every Saturday the results of their contests are flashed across to the Continent, to America, Asia, and Australia, where such teams as Aston Villa, Sunderland, and Blackburn Rovers are household names.

The history of League football makes fascinating reading. To-day there are two great bodies—namely, the Football League, with its two Divisions, and the Southern League. Prior to 1888 the principal teams used to meet in a haphazard kind of manner during each season, although, then as now, the English Cup was the "Blue Ribbon" of the football world. In 1888, however, Mr William McGregor, a Birmingham enthusiast, known until his death a year or two ago as the "Father of the League," suggested that a few of the most powerful teams should combine and arrange home-and-home fixtures.

The scheme met with complete approval, and during the spring of that year the League was formed and the following twelve clubs were elected:—Aston Villa, Blackburn Rovers, Bolton Wanderers, Burnley, Derby County, Everton, Nottingham County, Preston North End, Stoke, West Bromwich Albion, Wolver-

hampton Wanderers. The success of this League was instantaneous and electrifying.

How the League Grew.

In 1891 the League was increased to fourteen clubs and in 1892 the number was sixteen, while a Second Division was formed consisting of twelve clubs. In 1893 the Second Division was increased to sixteen. In 1897 the number of clubs was increased to eighteen in each division, and this was again increased in 1905 to twenty in each division, this being the number at the present day. In 1888, then, there were twelve League teams governed by some half-dozen rules; to-day there are forty clubs governed by thirty most elaborate rules.

Meanwhile, fired by the success of the League, which consisted mainly of clubs in the north and the Midlands, football enthusiasts in London and the south decided to form a Southern League, and this decision took form in 1894-5, when a Southern League consisting of nine clubs with a Second Division consisting of seven clubs under the auspices of the Football Association, but with its own rules, was formed.

Enthusiasm for the game in the south was demonstrated by the fact that in its second season the Southern League was increased to ten clubs, in its third to fourteen. In 1901 the first division consisted of sixteen clubs; this was increased in 1903-4 to eighteen, and three years later to twenty. Every Saturday from September 1 to April 30 hundreds of thousands of partisans watch eagerly the doings of these sixty clubs in their efforts to gain the championships of their various leagues or, to avoid those fatal two places at the bottom of the tables, for each year automatically the two teams at the top of each second division take the places of the two lowest in the first division.

Money side of Football.

Undoubtedly one of the most extraordinary features of League football to-day is its financial side. From a few hundreds of pounds in the early eighties the business side of the great League clubs has increased to such an extent that it is estimated that they are capitalised at a sum of nearly two and a half millions to-day! Yet though the principal clubs are registered under the Limited Liability Act not one English club is allowed to pay a dividend of more than 5 per cent. per annum, while the shares in the Foot-

If you have lost your appetite for one of the big Variety of dainty dishes at the ALEXAN, DRA CAFE is Sure to tempt you.

Prepaid Advertisements
ONE CENT PER WORD
FOR EACH INSERTION.

TO LET.

SHOP TO LET.—Opposite KING EDWARD Hotel, Ice House St.—Apply to Medical Hall. Hongkong, 15th Oct., 1913. [956]

MEIRION, Nos. 9 & 10, Peak, unfurnished, 6 Rooms. Cheap Rental, from 1st December newly painted and colourwashed. RUGATE, Austin Road, Kowloon; unfurnished. No. 68 Peak, Mount Kellett. (Church Mission Society Bungalow) from 1st October, 1913, till 30th May, 1914, partly furnished. Cheap rent.

FOR SALE or TO LET.

(From 1st November, 1913.) No. 1 Gough Hill, No. 103 Peak. Bungalow containing drawing, dining and smoking rooms and five bedrooms. With ground for Tennis-Court.

FOR SALE.

HARTING and ROGATE, on part of Kowloon Inland Lot 1154. LADBROKE, No. 9 Conduit Road. Fine View of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodations for 30 Servants.

Apply to

LINSTEAD & DAVIS, 3rd Floor, Alexandra Building Hongkong, 2nd Oct., 1913. [211]

TO LET.—Houses in Cameron and Kimberley Roads, Kowloon. Apply to.—SPANISH DOMINICAN PROCURATION.

TO LET.—Shop in Queen's Road, Central. Apply to INKCO & Co.

ball League and Football Association are of the value of one shilling each and that is unpaid. The money expended on football during a season is simply prodigious.

To quote a few figures: Manchester United have spent over £50,000 for their new ground; Everton, the wealthiest club in England, gave over £30,000 for their ground, while the covered stand at Chelsea alone cost £12,000. The largest ground in the United Kingdom is the famous (Continued on page 1.)

Notice

GOOD GLASSES
PROPERLY FITTED

There is no economy in going to an optician of doubtful ability to purchase glasses upon which your eye-sight depends. Personal attention is given to the examination and the fitting of lenses that will relieve all trouble. The only charge is for the glasses.

N. LAZARUS,

Ophthalmic Optician, 1A, D'Aguilar Street.

Note: The Only European Optician in D'Aguilar St. Telephone 1292.

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OLD ENGLISH LAVENDER WATER.

MANUFACTURED IN MITCHAM FROM ENGLISH FLOWERS.

EXQUISITELY FRAGRANT.

\$1.00 \$1.75 \$3.00.

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RUGS and CARPETS.

BOTH SIDES ALIKE.

INEXPENSIVE. DURABLE. ARTISTIC.

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PHEW! IT IS HOT.

WHY SWELTER IN THE HEAT?

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Telephone 518.
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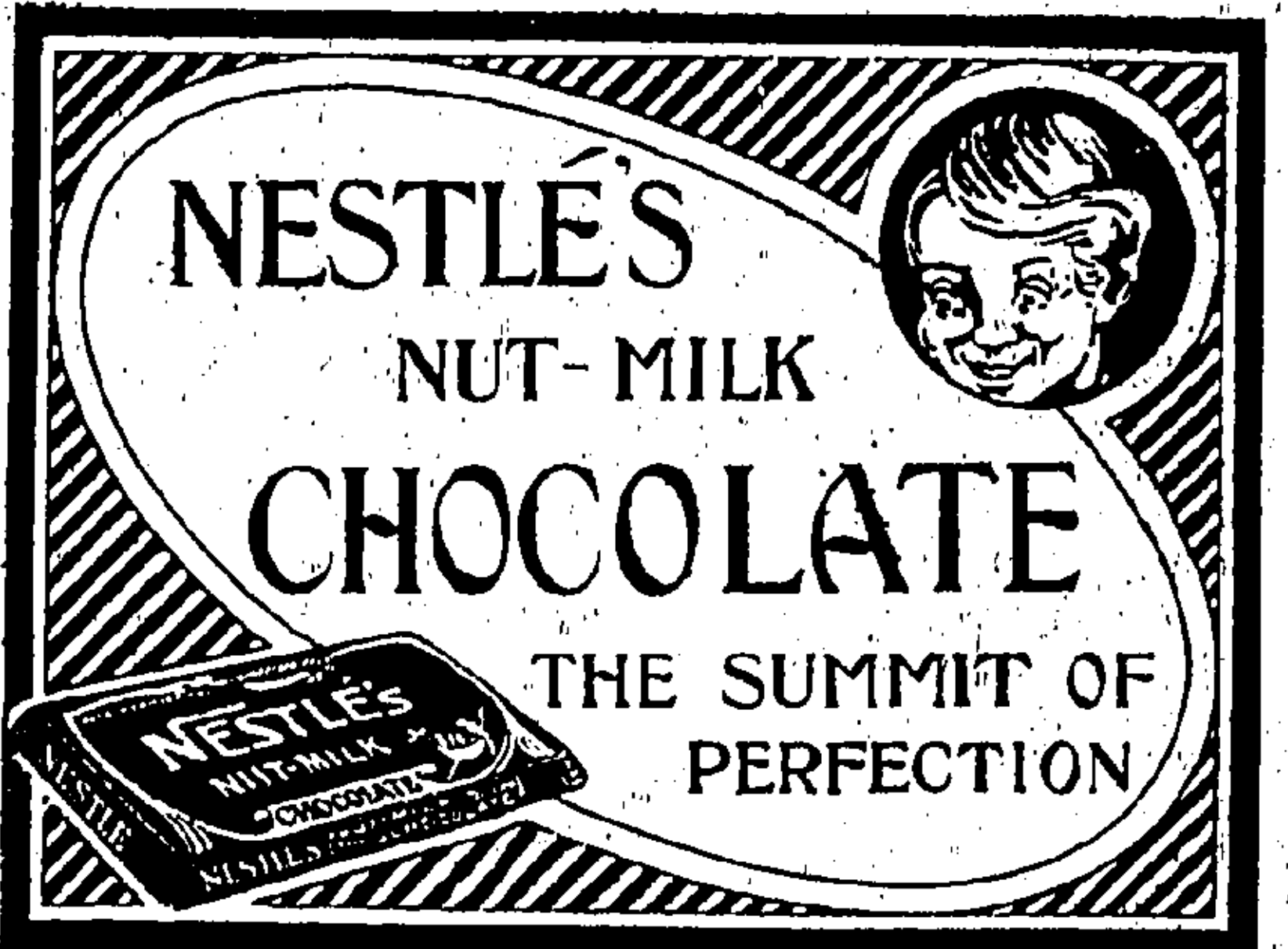
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NEW CURIO STORE.

Embroidered Screens.
Wall Hangings,
Lacquered
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SHOPPING MADE EASY.

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ONE OF OUR SPECIALTIES:
HIGH CLASS TAILORS & EXPERIENCED CUTTERS.
Perfect Fit Guaranteed.

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HIGH STANDARD OF QUALITY.
CHEAPEST STORE IN THE EAST.
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gives splendid results in
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A. S. WATSON & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

SCOTCH WHISKY.

	Per Case	Per Bottle.
of 1 Dozen.		
B.—WATSON'S GLENORCHY...	\$18.25	\$1.55
E.—WATSON'S VERY OLD LIQUEUR		
SCOTCH WHISKY	22.50	1.90
WATSON'S O.B.C.	23.50	2.00
"KILTY" LIQUEUR WHISKY,		
Great Age, Very fine	38.00	3.25
THORNE'S BLACK SQUARE	23.50	2.00

Other Well-known Brands Supplied To Order.

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

A. S. WATSON & CO., LTD.
ALEXANDRA BUILDINGS.

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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$30 per annum.
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The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.
The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
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By Order,
"HONGKONG TELEGRAPH."

"The object of this paper is to publish correct information, to the service truth and print the news without fear or favour."

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, SATURDAY, OCTOBER 18, 1913.

RAILWAY TRAVELLING AND SAFETY.

In a note in our columns yesterday the subject of safeguarding the public during railway travelling was dealt with. We make no apology for returning to the subject in the light of a quotation from a Home paper which was given on our front page yesterday and of extraordinary evidence given at the inquest on the Aisgill victims, which we have just read in papers from Home. The evidence is that of the signalman who was on duty at the Mallerstang box on the night of the railway accident. The signalman's story is that when the first express had passed into the Aisgill section the three signals were set at danger. He telephoned to Aisgill, when the headlights of the second express appeared, about half a mile away, and was told that the signalman there had not seen nor heard anything of it. He then watched the second train coming nearer to the box, and when it was about 200 to 300 yards away, he lowered the "home" signal to safety. He was then under the impression that the driver had shut off steam. A moment later he saw that steam had not been shut off, and he immediately threw the "home" signal over to "danger" and waved a red lamp to attract the attention of the driver.

Whether the driver saw that red lamp or not is of little consequence now. The chances are that he did not, for even the signalman was afraid that the warning came "practically out of time." In any case, he ran on, passed the third, or "starting" signal at about 25 miles per hour and smashed into the standing train. The whole of this story is mystifying. Why should the signalman have dropped his "home" signal from "danger" to "safety" before the first train had cleared the Aisgill section? Perhaps he would explain it on the score that he thought the driver was already on the alert, had shut off steam, and might be permitted to run on slowly to the third or "starting" signal and stop there if the "line clear" message had not come through from Aisgill; and that, of course, was expected every moment. Everyone who knows even a little of railway work at Home is aware that no signalman will delay an express for a second if he can possibly avoid it. It is not easy to convince an inspector, after the event, that the delay was unavoidable, and a black mark against his name is generally the signalman's reward. If he does not actually take risks, therefore, he at any rate accelerates matters as far as possible.

There is no evidence, however, that the lowering of the home signal to safety actually contributed to the disaster. In point of fact, the evidence of the driver and fireman make it clear that they did not see any one of the three signals. They were too busily employed on work on the engine that they ran past all three without observing them. Does not that bear out the argument advanced in the outline to which we referred above; that while two men on an engine were sufficient half a century ago, they are quite inefficient in these days of rapid travelling and multiplicity of trains? What becomes, in the face of the evidence we have summarised, of the theory that people are as safe in a sleeping car at night as they are in their beds at home? It is hardly possible to imagine such a combination of circumstances as led up to the disaster: one train coming to a standstill for want of steam, a home signal dropped from danger to safety in the face of a following train, and the men on that train so busily employed that they had no time to look at the signals. But that combination of circumstances actually did occur, and it leaves one more than a little sceptical regarding the supposed safety of railway travelling at home.

Router's Vagaries.

The ways of Router are at times quite unfathomable. For the most part the service of that great organisation shows a keen sense for the news that the public wants. At times its methods are distinctly peculiar. These remarks are inspired by the fact that the account of the Royal wedding which came over the wires on Thursday was distinctly disappointing. We should have thought that a Royal wedding was worth at least half a column, and we assume that our readers expected a fairly decent account. Yet little more was sent than the bare intimation that it took place. Why, Marie Lloyd had more attention when she was temporarily refused admission to the United States. At least, Router had two telegrams concerning Marie and only one concerning the wedding. And the wedding one told us so little that we could have guessed a deal more for ourselves, and still maintained accuracy.

A Paving Experiment.

The paragraph that appeared in our issue of yesterday relative to the laying of compressed asphalt at the bottom of Battery Path opens an interesting question as to the future of road making in Hongkong. It would be well to see the excellent wearing asphalt laid on account of the ease with which it can be repaired, but the great factor in its favour is that it requires no yearly sum for upkeep. In the case of tar macadam the opposite is the case. Every year the macadam has to be tarred and that means the putting aside of an annual sum of about 5 to 7 cents per square yard. It follows, then that the more roads that are macadamised, the heavier becomes the cost of maintenance, and if an increasing yearly charge can be obviated by the use of a hard wearing material like compressed asphalt, the sooner it is laid the better.

TWELFTH NIGHT.

As will be seen from our to-day's advertisement columns the Hongkong Mimmers have arranged to give a special Matinee for Children and Students at reduced prices on Wednesday, October 23 commencing at 4.30 p.m. Prices of admission will be: Dress Circle \$1.50, the other parts of the house \$1.00.

We are asked to state that special terms can be made for large parties, by supplying to Messrs. Moutrie & Co. at an early date.

Owing to the phenomenal rush on the booking for the first three nights, it has been decided to open plans on Monday October 20 for a fourth and last performance to take place on Saturday November 1 at 9.15 p.m.

No seats once booked can be exchanged for another night.

In spite of the very heavy booking a number of very good stall seats are still available for October 23 and 30.

Books with the story of the play and historical notes, can be obtained at Messrs. Moutrie's free of charge.

HONGKONG TRAMWAY COMPANY, LTD.

Pays a Dividend of 5 per cent.

We are officially informed that cable advice has been received from the Board of Directors of the Hongkong Tramway Company, Limited, that a dividend at the rate of 5 per cent. per annum for the half-year ended June 30 will be paid on and after October 20 to all shareholders on the register on the 22nd inst.

Lord Crewe's Visit.

The Edinburgh Philosophical Institution has arranged that the inaugural lecture of the session will this year be delivered on November 7 by Lord Crewe, his subject being "Scottish and Indian." Lord Rosebery will preside.

DAY BY DAY.

"MAY GOD CLEAR AWAY ALL SHADOWS FROM YOUR SKY."

The Mails.

Siberian Mail.—Closes to-day, per s.s. Chenan at 5 p.m.

Siberian Mail.—Due to-morrow, per s.s. Enimaeus?

American Mail.—Due per s.s. Tango Maru on Monday.

Mr Potter Returning.

Mr Eldon Potter, who has been away on leave is expected back about October 30.

Ring Found.

The gold ring reported to be missing by Mrs. Morris, 63 Robinson Road, has been found in her box.

Stolen Cloth.

A Chinese tailor of 144, Queens Road East, has reported that some person stole from his place a roll of cloth and five pieces of clothing valued at \$60.

Missing Binoculars Found. The binoculars which were reported missing from Quarter-master Sergeant Hardy's quarters at the Gun Club Hill Barracks, Kowloon, have been found by the Police.

Fell down the Steps.

A Chinese has been sent to the hospital suffering from a wound on his head, caused by falling down the steps leading from Pound Street to Tai-Ping-shan street.

Opium in a Bathing Basket. A Chinese was arrested by Inspector Dymond, yesterday, with 25 taels of opium in a bathing basket. At the Police Court, this morning, Mr Wood fined the man \$1,500.

Plate Glass Window Broken. Mr. Parcell, of Messrs. Kelly Walsh and Company, has reported to the police that some person broke a plate glass window in the shop, and that a large stone was found inside. It is supposed that some boy threw the stone.

An Innovation.

Something in the nature of an innovation appears on the notice board of the Supreme Court, to-day. It takes the form of a printed notice surmounted by the royal coat of arms, giving the public information that the Criminal Sessions will be held on Monday October 20.

Christmas Sale at French Convent.

The Rev. Mother Superior of the French Convent begs to announce that the annual Christmas Sale in aid of their Orphanas will take place on Friday, October 24 at 2 p.m. at the City Hall. The sale of work, under the distinguished patronage of H. E. the Hon. Mr. Claud Severn, will be opened by Mrs. Kelly (wife of H. E. Major General Kelly C.B.). There will be a large variety of cheap articles suitable for Christmas presents, and a quantity of exquisite fancy work made by the orphans.

AMERICAN BEAUTIES.

Society beauties are stirred by the prominence given to the announcement of the engagement of the "most beautiful girl in America," according to Mrs. W. K. Vanderbilt and Mrs. Robert Golet, to Mr. James Hope Nelson, son of Sir James Nelson, the head of an English steamship line. She is Miss Isabel Valle, of St. Louis, and is described as heiress to an immense fortune. The wedding, it is said, will take place at St. Louis in October.

By way of contrast, equal attention is being paid to the charms of Miss Marie Tailor, daughter of Mr. J. L. Tailor, of New York, the leading Newport belle this season, as adjudged by no less a personage than the Grand Duke Michaelovitch, who is the guest at Newport of Mrs. John Astor. He calls Miss Tailor "the most beautiful woman he has seen in the United States," and by way of a sweeping compliment to American girls, the prettiest girl in the world.

The Duke is said to be busily collecting snapshots of all the ladies he meets in Newport.

THE "TELEGRAPH'S" ACROSTIC.

PILLARS.

"Twins in Trafalgar's Bay"

BAARS.

1.—A great North Road, Three miles. No use for ski. No prospect either of utility.

2.—A robber lord was love-making when heard he The horn and stabbed himself (the horn was playing Verdi)

3.—Strange chains are here, with links our hands mayn't seize—

A different exercise to chopping trees.

4.—By force inventive man may be reformed, But gently here, with angry sting removed.

5.—In a new way? Perhaps The story such is: His love was wasted till his page became the duchess.

6.—(Partis here missing) The couples advance, What a pity that we cannot join in the dance.

7.—"Persuade him that he hath been lunatic; And, when he says he is—say that he dreams; For he is nothing but a mighty lord."

[Answer on Monday.]

1888.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending October 18, 1888.)

Canton Insurance Office.

October 12.—The report of the Canton Insurance Office, Limited, appears. The profit on the working account for 1887 is stated at \$296,677.77. A dividend of 10 per cent. has been paid and a bonus of 20 per cent. to contributors of premium. It was proposed to add \$74,000 to the reserve fund, and to pay a further dividend of \$2 per share to shareholders, making a total for the year of \$7 per share, equivalent to 14 per cent. on the paid up capital.

The Head Man Won. October 12.—Tells how the head man at Kowloon City travelled to that place from Hongkong in the ferry-launch, resented being asked for his fare, was respectfully told that he had to pay, and did pay in ominous silence. When he arrived at Kowloon City, he sent a file of soldiers, the captain and fare-collector dragged before him, and saw sundry strokes administered with the bamboo. "He humorously remarked that maybe he would have a permanent pass on their old tea-kettle in future. He will."

Concerning Macao. October 16.—Has a leading article saying far from pretty things about Senhor Costa Duarte, Colonial Secretary of Macao and the "pernicious influence he exercised over the ex-Governor, Senhor Da Costa. Calls the former a "colossal fire-eater" and a "blustering Lusitanian bully" and winds up thus: "And now we have done with Senhor Costa Duarte and a disagreeable topic. If ex-Governor Da Costa, who leaves for Lisbon to-morrow by the French mail, possesses any patriotic instincts and has the interests of Portugal in the Far East at heart, he will use all the influence he can bring to bear on the Colonial Office to induce them to send to Macao as Governor an experienced administrator, a man of advanced and liberal ideas, acquainted with both internal and commercial questions, and who will devote his energies and abilities to restoring that almost dead Colony to its proper position as an important political factor and useful trading emporium."

[Evidently the advice was not taken. Macao is still a dead Colony.]

Clever but—

October 18: The following interesting little dialogue took

place between a Customs officer and the captain of a steam launch at one of the out stations a few days ago:—

Customs Officer (in English)—What do you have on board that launch?

Captain (in Chinese)—A wedding party.

Customs officer (who does not understand Cantonese)—Bring a sample of it ashore and state in your manifest the quality and weight. I don't know but that the whole lot is liable to be confiscated.

["Tis a good lie, and it would have been improved if a hint had been given as to who did the translating.]

The Estimates.

October 18.—A meeting of the Legislative Council was held the previous day. The Estimates for 1889 were laid on the table.

The estimated receipts of the year amounted to \$1,887,718 and the expenditure to \$1,304,005.

[The revenue and expenditure of those days was less than the increase, on either side of the accounts, between 1913 and 1914. Twenty-five years makes a difference.]

1888.

SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for October 18, 1888.

Hongkong and Shanghai Bank.—152 per cent. premium, sales and sellers.

Union Insurance Society of Canton.—\$85 per share, ex div buyers.

China Traders' Insurance Company.—\$68 per share, buyers.

North China Insurance—Tls. 285 per share, buyers.

Canton Insurance Company, Ltd.—\$98 per share, buyers.

Yangtze Insurance Association—Tls. 95. per share, sellers.

Chinese Insurance Company—\$165 per share, buyers.

Hongkong Fire Insurance Company—\$335 per share, sellers.

China Fire Insurance Company—\$74 per share, sellers.

Hongkong and Whampoa Dock Company—33 per cent. premium, buyers.

Hongkong, Canton and Macao Steamboat Company—\$218 per share, sellers.

China and Manila Steamship Company—\$115 per share, buyers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$105 per share, sellers.

Indo-China S.N. Company—17 per cent. dis., sellers.

Douglas Steamship Company—\$53 per share, sellers.

China Sugar Refining Company, Ltd.—\$184 per share, buyers.

Luzon Sugar Refining Company, Ltd.—\$79 per share, buyers.

Hongkong Ice Company—\$80 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$75 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company.—60 per cent. premium, buyers.

SOLDIER WHO BECAME VICAR.

The Rev. Richard Tobbs, who rose to be the vicar of St. Thomas, Wigan, after starting life as a private soldier in the army, has died at Wigan at the age of 61.

He enlisted in the 2nd Battalion of the Queen's Regiment when he was 17, and had served scarcely a year when he was drafted with his battalion out to India during the Parsee riots at Bombay. In 1874 he was in charge of the military police who were entrusted with the protection of the women and children at Colaba, and when the late King Edward, then Prince of Wales, visited India he formed one of the guard of honour which received His Majesty.

Mr Tobbs was bought out of the army in 1876, and on leaving India he embarked on a clerical career. He was Deputy Grand Chaplain of the Orange Order in England.

Clever but—

October 18: The following interesting little dialogue took

COMPANY MEETING.

China Light and Power Company, Limited.

The annual general meeting of the shareholders in the China Light and Power Co., Ltd. was held this noon at the offices of Messrs. Shawan, Tomes and Co.

general managers, Mr. O. A. Tomes presiding. There were present:—Sir O. P. Chater, O.M.G., Mr. H. P. White, directors, Messrs. Ng Hon Tsz, H. F. Campbell, H. R. B. Hancock J. A. Young, J. A. T. McMurtrie, A. A. Cordeiro, A. S. Ellis and the secretary, Mr. T. Leeman.

The secretary read the notice convening the meeting.

Chairman's Address. The Chairman said: Gentlemen, The report and accounts, including the Auditor's certificate, may with your permission be taken as read. The figures show an improvement over last year, but we have not reached the extent of business we had hoped for.

The total number of consumers has increased by 21 per cent, but the total connection to the mains in Kilowatts has not increased as the replacement of carbon by metallic filament lamps has necessitated a recount at a lower wattage per candle power; the connection now stands at 595.1 Kilowatts against last year's 663.5, a reduction of a little less than 10 per cent., and the receipts from sale of current have increased by 51 per cent.

For the last quarter to September 30th, the receipts are 15 per cent. better than for the same time last year.

The population of Kowloon seems to rise very slowly, and there has been some increase in European buildings, but not enough to have any material effect upon the Company.

When Kowloon takes a spurt generally we can hope for a satisfactory increase of profits and until then we must be satisfied with the small but steady progress recorded in the past few years.

The question of utilizing some of our spare load in the day time for the charging of electric motor buses should the outlook for profitable employment of such vehicles warrant it, has been under consideration for some time and, if the information being acquired is promising, we may have something to say on the subject by and bye.

Before moving the adoption of the report and accounts I shall be glad to answer any questions.

There being no questions I beg to move the adoption of the report and accounts as presented.

Mr. White:—I beg to second the adoption of the report and accounts.

The Chairman:—Proposed by myself and seconded by Mr. White that the report and accounts as presented be adopted. Those in favour please signify in the usual way—against—carried unanimously. The next business is the election of the consulting committee.

Mr. McMurtrie:—I beg to propose that Sir Paul Chater and Mr. White be re-elected to the consulting committee for the ensuing year.

Mr. Ng Hon-tsz:—I beg to second that.

The Chairman:—Proposed by Mr. McMurtrie and seconded by Mr. Ng Hon-tsz that Sir Paul Chater and Mr. H. P. White be re-elected to the consulting committee for the coming year. All in favour—against—carried. The next business is the election of auditors.

Mr. Hancock:—I beg to propose the election of Mr. Potts and Mr. A. O'D. Gourdin as auditors at a remuneration of \$100 per annum.

Mr. Young:—I beg to second that.

The Chairman:—Proposed by Mr. Hancock and seconded by Mr. Young that Mr. A. O'Driscoll Gourdin and Mr. W.H. Potts be elected auditors for the coming year at a remuneration of \$100 per annum. All in favour—against—carried. That is all the business gentlemen; thank you for your attendance.

THE ROYAL WEDDING.

Programme of the Ceremonies.

A Home paper gives the following as the course of events which was to be followed on the occasion of Royal Wedding on Wednesday last.

The ceremony will take place punctually at 12 in the Chapel Royal, St. James's, the clergy being the Archbishop of Canterbury, the Bishop of London and Canon Edgar Sheppard. The two latter are respectively Dean and Sub-Dean of the Chapel Royal. Dr. W. A. Look, organist and composer to the King, who is responsible for the whole of the musical portion of the service, will play the organ.

The route of the processions from Buckingham Palace to St. James's Palace is by way of Constitution Hill, Piccadilly, and St. James's Street. This route will be lined by troops throughout, the Guards being specially strengthened by other units from Aldershot and elsewhere. It has been arranged that the whole of the Royal and distinguished foreign visitors who are to attend the wedding shall assemble in the Bow drawing-room of Buckingham Palace, where the King and Queen will hold an informal reception.

In the Chapel Royal.

The general company invited to the Chapel Royal at St. James's Palace will have to be seated there by 11.30 at the latest, as the Royal visitors will begin to enter ten minutes after twelve. So soon as the members of the first procession have taken their seats, the bridegroom and his supporters will pass up the aisle to the altar rails where they will await the coming of the bride and her retinue. As soon as the bride procession moves forward the King and Queen, who will be resting in His Majesty's private closet close at hand, will proceed to the chapel, entering punctually at twelve. The King will leave his seat for a brief moment in order formally to hand the bride to her husband on behalf of the Princess Royal.

It is not anticipated that the ceremony will last for more than three-quarters of an hour. Immediately upon its conclusion the King, escorting the Duchess of Connaught and the Duke of Devonshire, with the other Royalities present, will proceed directly to a specially prepared apartment in order to witness the signing of the register.

Health of the Wedding Pair.

This formality at an end, the procession will once more be reformed and will pass direct to the Banqueting Hall, where a large general company will be awaiting them. In conformity with precedent there will only be one toast offered, that of "The Bride and Bridegroom," and this will be proposed by the Earl of Chesham, as Lord Steward of the King's Household, who will be in charge of this reception.

Almost immediately after the toast has been proposed the bride, attended by her bridesmaids, will formally put on the huge wedding cake. The bride will then retire to change her wedding dress for a travelling costume, in which she will reappear in the Banqueting Hall. She will subsequently be escorted to her carriage by the King.

In the evening there will be a dinner party at Buckingham Palace, at which the Royalities present at the wedding and a few specially selected guests will be present. The health of the Duchess of Connaught makes it difficult to say if she will take part in the ceremonies. It is probable that she will drive direct from Clarence House to St. James's Palace and will return to her town residence immediately afterwards.

The dress that the ladies of the general circle present at the Royal wedding shall wear has been a matter of much consideration. Recently Sir Douglas Dawson, Comptroller of the Lord Chamberlain's Department, was summoned to Balmore to consult with the King and Queen and the Princess Royal upon this matter. Strict precedent lays it down that upon such an occasion all the ladies present shall wear semi-evening toilettes composed of low dresses with short sleeves but without trains, and shall wear the

regulation three feathers in their hair.

The Princess Royal, however, does not regard this dress with any great favour, and would much prefer that the ladies should wear ordinary morning dress. The Queen is rather inclined to support her sister-in-law in this view, so that the official announcement is likely to be delayed for a little while longer. All the gentlemen present will wear full uniform, when they possess this, with Orders, while Court dress with trousers will be prescribed for those who are not entitled to wear uniform.

The Processions.

The first procession, which will also be the longest, will leave the Palace about eleven o'clock, and will consist of such of the Royal guests and foreign representatives as are not taking any actual part in the ceremony. These will drive in state landaus drawn by bay horses and escorted by Life Guards. Five minutes later the King and Queen will leave, His Majesty wearing the full dress uniform of a Field-Marshal with the Order of the Garter. They will have their Sovereign's escort of Life Guards in attendance, and will use their semi-State glass coach drawn by the well-known cream ponies.

Following Their Majesties, the bridegroom will leave the Palace in a State landau drawn by four black horses. Prince Arthur will wear his uniform as a major in the Royal Scots Greys, and will have with him the Prince of Wales in naval uniform, and the Duke of Saxe-Coburg-Gotha, wearing his picturesque dress as Colonel-in-Chief of the Scottish Highlanders. Each will likewise wear the Ribbon and star of the Garter. The bridegroom will be escorted to St. James's Palace by his own company of Scots Greys. There will be a brief interval, and then the bride procession will leave, also escorted by Scots Greys.

It was the first desire of the Princess Royal that her elder daughter should be married from Marlborough House, and not from Buckingham Palace. The King, however, pointed out that by so doing she would deprive the people of London of any opportunity to greet the fair young bride upon her wedding day, and Her Royal Highness at once gave way in the matter. It is not yet decided whether the Princess Royal shall ride with her daughter in her carriage, or whether Her Royal Highness shall have her made, the King of Norway, as her escort.

It is highly probable that this latter course will be adopted. In this case the Princess Royal will drive with Queen Alexandra and the Empress Marie of Russia in the following carriage, and the eight bridesmaids will come directly after. So far only five of these have been selected, those being Princess Maud, sister of the bride; Princess Patricia of Connaught, sister of the bridegroom; Princess Mary, only daughter of the King and Queen, Princess Victoria of Teck; and Lady Mary Cecil, younger daughter of the Marquess and Marchioness of Salisbury. The names of the remaining three will shortly be available for publication, and will probably comprise two more young Princesses and another daughter of a Peer.

BOXING

A Good Bill at the City Hall.

To-night the men whose names have figured in the boxing announcements in type of varying size, will meet in the ring at the City Hall, this evening, and give the sporting public the opportunity of deciding who are those worthy of premier honours. The Kerrigan-Miles fight should be one that will keep both men warm and the spectators interested, whilst the fight between the two Chinese youths should bring out many a good laugh and yet be a very exciting contest. The Smith-Cook will be a serious matter, and Maher and Gifford should out some good in their mix up. With Lynch and McArdle also billed, a ringside seat ought to be a good investment this evening. There has been very keen book-making and wise men will not leave the getting of seats till too late.

NATIONAL UNION OF EMPLOYERS.

A New Association to Deal with Strikes.

The Times of September 25 has this of the National Union of Employers which Reuter dealt with in a wire of the same date:—

We understand that an association has been formed with the object of consolidating the resources of the employers of labour of the United Kingdom and of maintaining their rights and their freedom to bargain individually with free workers or collectively with trade unions. It bears the title of the United Kingdom Employers' Defence Union and will be registered as a trade union.

The new organization is the outcome of a meeting held at the Whitehall Rooms on May 26, with Lord Dysart in the chair. The strength of the movement may be gathered from the fact that at a meeting held last week two large manufacturers who were present promised £50,000 each towards the guarantee fund. There were other guarantors of £10,000 and smaller sums. Each member of the union will, it is understood, be invited to guarantee a sum commensurate with his position in the commercial world, the intention being to create a fund of £500,000. One of the stipulations is, indeed, that individual guarantees will become operative only when this sum has been secured.

Great importance is attached to the operation of the guarantee fund in dealing with large and small strikes in the interest alike of employers and employees and of the commerce of the United Kingdom. It has been arranged that all calls on the fund, which will be pro rata on the whole of the members, shall not exceed 7½ per cent. in any one year. Much less than that proportion will, it is believed, be sufficient to secure adequate protection for men willing to work and employers willing to employ. In the event of a struggle arising out of any tyranny by trade unions the members would be backed by the fund, and the expenditure of a small percentage in most cases would, so the leaders of the Defence Union hold, be adequate to ensure victory.

Attitude to Trade Unions.

The leaders of this movement emphasize the fact that the United Kingdom Employers' Defence Union is not espousing an anti-trade union policy. They argue, however, that the vital interests of the employers in all trades must, in view of what has happened during the past few years, be defended against the new trade unionism. Had a Defence Union on national lines been formed a decade ago, when the master engineers successfully resisted the demands of the unions of that day, it is felt that much trouble and hardship would have been prevented.

Coming to more recent upheavals the promoters of the Employers' Defence Union point out that had a guarantee fund such as the union will establish been in existence at the time of the railway strike of 1911 and of the miners' strike of last year, those disputes might have been fought to a finish and a satisfactory and lasting settlement secured. The guarantee fund will, the leaders of the union urge, defend members against interference of outside organizations, uphold the inviolability of contracts, and when strikes are forced on them, will prevent workmen from being intimidated by members of trade unions and any other kindred organizations.

The Defence Union will also deal with what it regards as two great evils arising out of the Trade Disputes Act—boycotting and peaceful picketing. To amend this Act will be one of the objects of the new union, and its leaders maintain that its registration as a trade union is rendered necessary to ensure that it shall enjoy the same privileges and exemptions as the workmen's unions.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind

"Dairy Farm Milk" means:— Good, Clean & Wholesome Milk.

OPIUM IN CLOTH.

Most Ingenious Attempt to Smuggle Opium.

It appears that when the police find out one device for smuggling "dope" the smugglers set to work to advise another. Opium has been concealed in teapots, under food, in bamboo poles, even in the mast of a ship, a hole being cut in the mast for the purpose. It has been found in life boats, and in ships' lamps, but the latest place of concealment puts the others in the shade.

According to what a Telegraph reporter witnessed this morning, and what he heard, the device just discovered by Mr. Hoggarth, of the opium farm is the latest. Ten cases were lying modestly on the Praya, Connaught Road Central, awaiting transhipment to the s.s. Yuen Sang, having been consigned from Kwong Chan Wan. The cases were, however, suspected by the excise officers (Chinese) and searched, but nothing beyond tea and cloth could be found. When Mr. Hoggarth heard of the non-success of the search he went and examined the cases himself with the result that he found that in each roll of cloth a well had been made and each well contained numerous tins of opium. Save a layer of cloth covered the well which was about fourteen inches long and nine inches wide. Naturally, when Mr. Hoggarth put, or rather tried to put, a stick through the cloth it would not go more than half way. There were no less than 1,680 tins of opium concealed. Strange to say Sergeant Cockle had a man detained whilst enquiries were being made as to his legitimate possession of so much cloth. When the man believed that the opium was found he tried to swallow the bill of lading.

Later a search was made at 34, Des Voeux Road West and there were found hundreds of thousands of labels corresponding with those on the tins seized. At 5, Bowington Road East, Wanchai, a large quantity of opium tins were found and there was ample evidence of recent packing. The opium had been landed from the s.s. America.

At the Police Court, this morning, before Mr. Wood, the man pleaded guilty. He was fined \$2,000 or in default six months. The cloth was worth \$800.

INJECTING MORPHINE.

When Sergeant Adlington visited, No. 1 Tam Lane, he found a Chinese injecting morphine into the arms of coolies. He also found morphine and two syringes. Some coolies had mortified arms and legs through injections.

At the Police Court, to-day Mr. Wood sent the man to gaol for six weeks with hard labour.

LOCAL SPORT

Hongkong Hotel Billiard Tournament.

In the Hongkong billiard tournament, Messrs. Soppels and Gozans have received walk-overs. An interesting game was played last evening between Messrs. Mueso and Grant. Mueso made up his arrears but Grant managed to snatch victory by six points, the scores being Grant 250, Mueso 244.

INTERESTING JUDGMENT.

A Partnership Action.

In the Supreme Court, this morning, the Chief Justice, Sir William Rees Davies, delivered judgment in a partnership action which lasted eighteen days during the month of August last, the counsel engaged being Mr. M. W. Slade, K.C., and Mr. F. C. Jenkin (respectively instructed by Mr. Otto Kong Sing and Mr. Leo D'Almada e Castro), for the plaintiff, Ho Chiu Lam, and Mr. E. H. Sharp, K.C., and Mr. C. G. Alabaster (instructed by Mr. M. Reader Harris and Mr. Wilkinson) for the defendant, Ho San Lam.

The action was for dissolution of partnership and for accounts, the plaintiff claiming to be a partner in a business which was carried on at Canton in the name of the Po Cheung and in Hongkong in the name of the Wah Kee. The defendant was a member of both firms, which, in fact, were one concern, the Canton offices, where the defendant chiefly resided, being the head office.

Plaintiff, being a foreigner, had put up \$6,000 as security for costs.

His Lordship gave judgment for plaintiff on all counts, the cost of the action to be paid out of the estate. Dissolution of partnership was also ordered, the accounts to be taken from 1893 (when the death of the second brother occurred) to 1902.

On the application of Mr. Alabaster, his Lordship granted stay for a fortnight, the \$6,000 security to remain in court for a month pending exposable appeal.

Manchester's New Postmaster.

The Postmaster-General has appointed Mr. C. O. Sanderson, Postmaster-Surveyor of Leeds, to be Postmaster of Manchester, in place of Mr. M. J. Gardiner, who has been appointed a Post Office Surveyor, and Mr. A. Dowling, Postmaster of Hull, to be Postmaster-Surveyor of Leeds in place of Mr. Sanderson.

The Lost Islands.

We do not think much alarm need be felt at the news from San Francisco, quoted yesterday, that the Falcon and Hope Islands in the Tonga Group have disappeared. It is hardly possible to credit the statement that several hundred natives and a few whites have lost their lives, for Falcon Island was nothing but a mile and a half of hot ashes, and Hope Island, also a volcanic worm-cast, was even smaller. Neither, we believe, was ever inhabited at all.

To-day's Advertisement

THE Undersigned has received instructions to sell by Public Auction on

WEDNESDAY, October 22, 1913, commencing at 5.30 p.m. at Ah King's Shipway, Wanchai 1 NEW SAILING BOAT (CHINESE RIGGED) Length 28' Breadth 7' Depth 3' For further particulars and view of plan apply to GEO. P. LAMMERT, Auctioneer.

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16, DES VŒUX ROAD.

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CHOOSE

JAEGER

PURE WOOL

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SHRINKAGE



MACKINTOSH & Co., Ltd.

WM. POWELL LTD.

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SPECIAL SHOW

OF EVERYTHING FOR

LADIES & CHILDRENS WEAR

INSPECTION INVITED.

WM. POWELL LTD.

J. ULLMANN & COMPANY.

We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

THE ANDERSON MUSIC CO.

(CARRYING ON THE BUSINESS OF MESSRS. LANE CRAWFORD & CO.'S LATE PIANO AND MUSIC DEPARTMENT)

IMPORTERS OF

HIGH CLASS PIANOS

SPECIALLY PREPARED FOR EXTREME CLIMATES

MODERATE PRICES.

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THE WONDER WATER OF JAPAN. CLIFFORD WILKINSON'S TANSAN



The Most Healthful Water Known to Science.

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TELEPHONE No. 138

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Japan 22nd Oct.	Allan Line 20th Nov.
Empress of Russia 5th Nov.	Empress of Britain 27th Nov.
Empress of India 19th Nov.	Allan Line 19th Dec.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "Torilla," 5,205 tons, Capt. Sevanson, will be despatched for KOBE and MOJI on 30th October.

S.S. "C. Apar," 5,378 tons, Capt. Drake, will be despatched to SHANGHAI, KOBE and MOJI on 9th November.

WESTWARD.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched for SINGAPORE, PENANG and CALCUTTA on 22nd inst.

S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched as above on 25th inst.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to.

DAVID SASSOON & CO., LTD.

Agents

Hongkong, Oct. 15th, 1913.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of

THE HONGKONG, CANTON and MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON, CANTON TO HONGKONG.

Saturday, 18th October.

10.00 p.m. "Heungshan," 5.00 p.m. "Kinshan."

Sunday, 19th October.

10.00 p.m. "Fatshan," 4.00 p.m. "Heungshan."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 776, Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "Sui Tai," Tons 1651

S.S. "Sui An," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 19th October.

The Company's Steamship,

"Sui An,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. "Hoi-Sang" 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "Sainam" 588 Tons, and "Nanning," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "Linton" and "Sanul." These vessels have superior Cabin accommodation and are lighted through-out by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	Katori Maru Capt. Murai T. 20,000 Kamo Maru Capt. Kawa T. 16,000	WEDNES., 22nd Oct. at daylight WEDNES., 5th Nov. at daylight
VICTORIA, B.C., and SEATTLE, via Shanghai, Moji, Kobe, Yokohama, and Yokohama	Sanuki Maru Capt. Noma T. 12,500 Shidzuoka Maru Capt. Irizawa T. 12,500	TUESDAY, 21st Oct. at noon TUES., 4th Nov. at noon
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Tominaga T. 13,500 Nikko Maru Capt. Takeda T. 9,600	WEDNESDAY, 22nd Oct. at noon WEDNESDAY, 19th Nov. at noon
CALCUTTA, via Singapore, Penang & Rangoon	Tosa Maru Capt. Sato T. 12,000	SATURDAY, 18th Oct.
BOMBAY via Singapore and Colombo	Mishima Maru Capt. Sommer T. 16,000 Nikko Maru Capt. Takeda T. 9,600	THURS., 3rd Nov. at 11 a.m. WEDNES., 22nd Oct. at 11 a.m.
KOBE & Yokohama	Kirin Maru Capt. Deguchi T. 5,000	WEDNES., 15th October.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.

Steamer	Tons	Sails	Day	Month
Miyasaka Maru	16,000	"	Wednesday	28th January.
Kitanos	16,000	"	"	11th February
Iyo	12,500	"	"	25th "
Hirano	16,000	"	"	11th March.
Katori	20,000	"	"	25th "
Kamo	16,000	"	"	8th April.
Kashima	20,000	"	"	22nd "

FOR AMERICA.

Steamer	Tons	Sails	Day	Month
Shidzuoka Maru	12,500	"	Tuesday	27th January.
Tamba	12,500	"	"	10th February.
Aki	12,500	"	"	24th "
Sado	12,500	"	"	10th March.
Yokohama	12,500	"	"	24th "
Awa	12,500	"	"	7th April.
Shidzuoka	12,500	"	"	21st "

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

Destination	Steamers	To Sail
SHANGHAI	Chenan	18th Oct. at m'night
MANILA, CEBU & ILO	Taming	21st Oct. at 4 p.m.
WEIHAIWEI & TIENSIN	Huichow	23rd Oct. at noon
SHANGHAI	Luchow	23rd Oct. at 4 p.m.
SHANGHAI	Yingchow	25th Oct. at m'night

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chenan," and the S.S. "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents

Telephone No. 36

Hongkong 18th Oct., 1913.

RUSSIAN VOLUNTEER FLEET.
Time-Table of Sailings up to the end of 1913.

Steamers' name and G. R. Tonnage	DATES
	When the steamer sailed or when expected to leave O.C. (Outward) or V.I. (Vladivostok-Inland) Homeward.
	When the steamer may be expected to arrive at Hongkong (ABOUT)
NOVODROD 5500	Outward Bound
TAMBOV 4441	15th September
PERM 4449	30th September
NOVOSIB 5792	14th October
	23rd October
	3rd December
	Homeward Bound
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Hongkong, 14th Oct., 1913.

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Tijlarcoem	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tijlmanoeck	JAPAN	1st half Nov.	JAVA	1st half Nov.
Tijlmanoeck	JAVA	1st half Nov.	SHAI	1st half Nov.
Tijlmanoeck	SHAI	1st half Nov.	JAPAN	1st half Nov.
Tijlmanoeck	JAPAN	2nd half Nov.	JAVA	2nd half Nov.
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Haiching	J. S. Rosch	FRIDAY, 14th Oct. at 11 a.m.
Haiching	W. C. Passmore	TUESDAY, 28th Oct., at 11 a.m.

FOR SWATOW.

Steamships.	Captain	Leaving
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LOG BOOK.

Luxury and Speed.

Curiously enough, there has been no increase of speed concurrent with the liner's increase of dimensions. None of the more important concerns trading with New York has sought to excel the twenty-five or twenty-six knots of the "Lusitania" and the "Mauretania." Even the Cunard Company, in their bigger ship, the "Aquitania," have gone back to a designed speed of twenty-three knots. Instead of increasing the speed of the larger ships, the companies have utilised the greater space in the provision of more comfortable, not to say luxurious accommodation. Possibly this is an exact reflection of the taste of voyagers, although it would be unwise to be definite on the point just yet. On the liners which ply between Europe and South America, South Africa, Australasia and India, there has, of course, been a steady increase of speed but the advance has been the progress—especially in the South American service—towards greater luxury.

That there is a demand for the luxurious provision seems to be proved by the fact that passengers are in increasing numbers willing to pay for it. At first sight it appears to be practically certain that they would also be willing to pay for higher speed. But reflection of the reader will probably come to the conclusion that this is very little ground for such assumption. Governments, who desire quicker mail services, are not too willing to pay for greater speed, and individuals are generally not very unlike legislators who serve them as community. As the world goes, however, there is obviously need alike for greater speed, more need, so they say, greater luxury. By means of wireless telegraphy, ocean-going ships are never out of touch with land. Pressing business, which would make speed worth need not wait upon the arrival of principals. Elegantly provided comfort is, therefore, of account to the voyager of more than higher speed. But even that were not so, the shipowner would have no choice but the provision of greater luxury and the provision of greater speed. He cannot provide both with very considerably exceeding dimensions, and therefore capital and running costs, of ships.

Singapore Dock.

Considering the tendencies of linear architecture the new gray dock at Singapore has very little water on the still at high water spring tides. The depth is to be only 34 ft. The old Trafalgar Dock at Southampton has 35 ft., and the bigger one at Belfast 3 inches more. Gladstone at Liverpool is generally deep, as it has been to considering the large ships which use the port. At Singapore it is no call, as matters stand, provide greater depth, but cavated docks represent large turns of capital which are remunerative over fairly

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THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, OCTOBER 18, 1913, 1.30 P.M.

SHORT STORY.

THE MORTGAGE.

BY JOSEPHINE DASKAM BACON.

(Continued from Last Saturday.)

Lucia's eyes never left his face. She saw suddenly why the learned bodies he addressed listened to him so willingly.

"She is trying to make the best and most enduringly flexible type of human being," he went on, enveloping her in the magnetism of his low, warm voice—the voice she had inherited, "and after every possible sort of experiment she has found that she most nearly accomplishes it when she mates a brave and honest man with a chaste and kindly woman. That is her lowest common denominator: that she must have, in the vast majority of cases, in order to make the human type a success. And the reason is obvious. If man is not brave he can't win out personally; if he is not honest he can't advance collectively. If woman is not kind he doesn't want her; if she is not chaste he can't keep her."

"Upon this basis you may build as many virtues as you wish—or can; but experience shows that this is the basis. And men have always known this. So that a brave man and an honest man has often been a profligate, but David is nevertheless a hero. And a kind woman and a chaste woman has often been a stupid woman. But humanity has always known what 'manly' meant, and what 'womanly' should be, and no generation will ever bully us into believing that 'one must be chaste and the other logical'."

"But, father, mightn't they be? Couldn't they be?"

Lucia's hands clenched in her lap; her lip quivered. Was that tide of all the ages what she had swept at so contentedly with her neat little broom? Did things move as slowly as this, in spite of all her committees?

"Oh, that's different! That's different!" he cried, and comforted her with his rare, warm smile.

"Work at that all you like, my dear. That's just civilization. Look at the children of chaste men and clever women, and see if more of 'em aren't worth working for! But," he gave her a whimsical glance, "the kind of people that are working the hardest, just now, seem to forget the necessity of starting true to type."

He chuckled thoughtfully. Lucia learned forward, eager to catch his lowest word; never had she felt so fascinated by his frank and friendly talk, as with an utter equal.

"It's like those grab-bags your Aunt Judy was always arranging for the hospital fairs," he said. "Nature starts the little boys and girls at the great mysterious Bag and give them years of 'chances.' Only to get into the bag at all, Aunt Judy's little clients had to have some five-cent pieces, and to stand any chance in Nature's big game, they must start with something in their fists, too. So the Old Lady says:

"Here, little boy, here is courage and honesty; take them and grab what else you can. Here, little girl, here is kindness and chastity; give one away and hold the other tight, and as much else as you can manage you're welcome to!"

"But, of course, accidents happen. The Bag is full of accidents. It almost seems as though we could have packed it better ourselves."

He looked at Lucia, who blushed, and resented it, and loved him all at once.

"It was hard to give the little boy high spirits enough to make him brave, and not give him too

much. He was daring and therefore curious. So he has always made a great deal of trouble. And it was even harder to make the little girl chaste without making her cold, and to keep her kind without letting her get easy-going, on the one hand, or scheming and slavish, on the other. And for whichever of these mistakes she made, the little boy has always blamed her severely. He has had the easier job, for it is much easier to be brave than to be kind; so he has always grabbed more out of the Bag and had more room to carry it—her arms, have been so full of babies, for one thing. But with everything that he has pulled out for himself he has pulled out something for her, too; and of late years all the mechanical toys he happened on seem to have been adapted to her uses, so that she has set them all working for her, and gained so much time and strength that now all she needs is for him to invent an incubator for her babies, she thinks, to make her as free to grab as ever he was! And maybe he will—maybe he will."

"But whatever he invents he knows he must be brave or she will not love him, and whatever she grabs, she knows she must be chaste or he cannot love her. Believe me, dear, this is true, and it was true when 1913 was B. C."

"But education," she murmured.

"If education advances till 19,130 it will still be true, dear," he said.

Lucia fled across the space between them and buried herself in his arms.

"Oh, why can't they all be like you?" she cried, between tears and laughter. "I always said I'd marry you, when I was little—you're the only one that understands!"

"You're wrong, dear," he said quietly. "Max will understand."

"But he doesn't! He says it's absurd. He says he wishes he'd never told me!"

"You must give him time, then. And from his point of view it is absurd, you know. This generation goes on too fast for itself, even. Why, see here, Lucia: your grandmother wouldn't have allowed the mention of this other woman in her presence; your mother would have been merciless to her, and thought herself more than justified; you insist upon handing Max over to her! What is he to do? What is he to think?"

"If he prefers that sort of woman—"

"Come, come, Lucia, be reasonable! How can he prefer her if he gives her up for you? Has he seen her since he knew you?"

"Of course not," she said coldly.

"And that is nearly a year. Can't you see he is free?"

"How about her?" Lucia murmured against his shoulder. "Perhaps she isn't free," as you call it. Has she no rights?"

"Not one, dear, not a shadow of one," he said gravely. "Whatever bargain she may have made, be sure she knew—and knows—that that was the principal clause in it. She has no rights."

"It wasn't a bargain," she murmured, her face hidden. "She wasn't—she was—oh, father, she wasn't that sort of woman! They just—it was just as if—oh, you'd never understand!"

There was a long pause.

Doctor Stanchon sighed and lifted his daughter off his knees, at length, and rose silently.

"How strong he is!" she thought.

He walked slowly into the library and over to his great desk that held the overflow of its mate in the downstairs office, and unlocked, with a key on his ring, one of the inner drawers. From this he took a black, japanned dispatch box, and unlocked it with another smaller key. He fumbled about in the box a moment and came back with a paper in his hand. As he unfolded it from its stiffened creases Lucia saw that it held a small, old-fashioned photograph, mounted on a foreign-looking, satiny card-board. He handed it to her in silence. It was the picture of a beautiful woman, with smooth hair worn in what used to be called the French twist, and the small waist and looped draperies of the early eighties. The eyes smiled at Lucia, under graceful brows, but the mouth was a passion of sadness. It was the face of a woman not much older than the girl who looked at it, but Lucia would not feel as old for ten years to come.

"Who is it, father?" she asked, and glanced from the picture to him. He was quite pale and seemed twice about to speak, but no words came.

"Did you—were you in love with her once?" she asked gently, touched by his moved, white face.

"Very much so," he said, quite firmly now. "She had the same claim upon my life that you re- sents in Max's."

A flood of red poured over her; it seemed that she was burning.

"Oh!" she cried and choked on something in her throat, "oh, father!"

"Yes," he said quietly, "that is just what I mean. I want you to see I don't know any other way."

She stared, unseeing, at the picture. "You too! You too!" she whispered.

"I too," he said. "It is so, Lucia. It was all before you were born, you know. Shall I tell you about it?"

"I—I suppose so," she agreed listlessly. It seemed she must be dreaming.

"I was very young," he said, standing before her as she drooped in her chair, "and she was very beautiful and very unhappy. Her husband was a brutal, cold-blooded fellow who neglected her utterly and had lost all pretence of interest in her or her children long before I ever met her. I was shy and lonely and proud, and I had never been in love in my life—really. We were the only English-speaking people in the pension. Do you see?"

"Oh yes I see," she answered, and hated her voice for sounding so cold, but could not meet his eyes.

"Of course I should have taken her away," he went on simply, "but she would not give up the children. And he would never have divorced her, she always insisted, and she absolutely refused to ruin my career. And of course it would have ruined it."

"Is this my father? How can he tell me these things?" she thought.

"She was nine years older than I," he went on steadily, "and I thought I could never care for a mere girl after that. But she knew better. And when I met your mother, she knew from my letters. I was going back to tell her, but she wrote me this. He handed the creased letter to Lucia, and she took it awkwardly still not meeting his eyes. It was not very long, but she was slow at reading it.

Dearest Dick: I know from the way you write that your only reason for crossing the ocean again is to tell me something. Do not bother to come, dear Dick, for I know it already! What I have waited for every day of my life since we began, has happened, and now that I'm certain, I feel a strange sort of relief. I suppose you won't understand. I hope you'll be very happy, my dear,

and that she is as good and lovely as you deserve. It is the girl that had the runaway horse and you saved her? I am sure it is. I hope I haven't been bad for you, dear, or hurt you—how I have cried over it all! God knows I've paid for my happiness. You'll never know how I've worked and planned and lied right and left to protect you from your own chivalrous folly! I believe I shall never tell another lie—how I hated them! When your letter first betrayed you, I wished I had never met you, and felt dreadfully little, but that's all over now. I've had many, many feelings in our two years that you never knew, dear, dear Dick, but I know I had no right to have them and I kept them from you. I wish I could see her picture. Could you tell me when you have children? You were so gentle and thoughtful when little Elsie was ill! I'll never forget it. And don't bother about me—it will only be what it was before you came. And I shall feel better about the children. It would be worse to have you just grow tired of me, you know. Don't ever think that again, that you ought to despise yourself, dear. When a woman does what I did she knows the price she must pay. I did, and will pay. Best love, And I shall always remember you lovingly. But don't come—don't come! I have had three months alone already, and I'd rather go on from there. Be happy, dear- est, dearest Dick, and don't quite forget Your Elsie."

Lucia folded back the letter and her heart ached at it, but her face was cold and stiff.

"Did you—did you ever tell—"

"You mother? No, never. She couldn't have borne it."

"Is—she dead?"

"Oh, yes, ten years ago."

"I saw her, yes, but she was unconscious."

"How dreadful!"

He smiled sadly.

"It wasn't dreadful really, Lucia. I came, just to see if there was anything I could do. We were not lovers then, you know."

"Oh!"

"Her husband had grown much kinder—his health was completely broken—and he felt her death much more than I did. You see, she was his wife. But he had his children."

She stared at him, confused and resentful.

"What was really 'dreadful,' if you like, was the time, shortly after I married, when she was sick and lost her grip on herself and sent for me. I couldn't go because your mother wasn't well, and I had to refuse her. It was very hard, for your mother wasn't seriously ill, and for any legitimate excuse I could have gone, but I couldn't explain this and I wouldn't."

His face twitched and he sat abruptly in Lucia's chair opposite her.

"I can't describe how it cut me," he said painfully, "it seemed so—so low to refuse her. But that's part of the price."

"But what did she pay?" Lucia cried passionately. "Think of that!"

"I have thought of it, child," he said, and a silence fell between them.

"You think it's all one-sided, don't you?" he went on after a little. "It's not so, Lucia. But each pays his own price in his own way. Mine—oh, it seems absurd now, but how I suffered, under it! Do you know, would you believe, that from the moment I knew you were to be born till you were—oh, fully a year old—I lived in perfect terror lest you should look like her! I need to dream of it at night. It was purely an *idée fixe*, of course, but it haunted me and spoiled all my pride in your coming."

He sat quiet, and insensibly Lucia's heart began to soften, her nerves grew quieter. He seemed her father again.

"There was the other thing—after your mother died," he went on. "You were only two, you know. We had been very happy together. And the moment after the funeral, when I sat alone,

trying to remember your mother's face as I had seen it last, well and smiling—all could see was hers!"

He shook his head.

"It was the merest trick of the imagination, of course—I almost never thought of her, then—but it possessed me and I could never actually recall your mother's face—not even in her coffin. I have learned since that it's fairly common. Many men have told me of their inability to picture their wives mentally, but I didn't know that then, and I had a bad year because of it. It turned me bitterly against her, too, and I never answered, the kind letter she wrote me, poor Elsie!"

Lucia shivered at the name, but her father had ceased to look at her.

"I thought it as a judgment on me," he said musingly, and then: "It was all so long ago!"

He had forgotten her entirely.

"Oh, child!" he burst out suddenly, "don't try to play Providence! Who are you, to punish and decide? Do you think Life doesn't attend to that? When we hand you over those valuable pieces of property, ourselves, do you suppose we don't know if they're mortgaged? Do you suppose we don't regret? But we hope we can lift that mortgage, in time, and start our sons un- encumbered. Don't you see? Our sons! I'm not the first man a mortgage has fastened, Lucia! Is that an example, then? No, no, a hundred times, no! But it's a solace, my girl, it's a solace."

"You can burn the letter now, and the photograph, if you like," he said, taking her hand that clenched so tightly on them. "I suppose that is why I didn't do it before. But there's no more reason now."

Her fingers tightened silently.

"No? I suppose I shouldn't have shown them to you? The impulse took me, and you know what everybody always says about those impulses of mine. I don't dare not follow them," he pleaded.

"But if it's made you hate me, Lucia—"

How boyish he looked! It was like Max there. Were all men the same?

She gasped, laughed un- steadily, then great sobs shook her and she was in his arms.

"Hate you? I never loved you before!"

She clung desperately to him, but her storm of weeping did not alarm him.

"It's all right now!" he whis- pered.

"I'll marry any one you say, but I'll never leave you!" she murmured at last. "I never had you really, before, did I?"

He held her tighter.

"Was it because I told you?"

She nodded soberly.

"I suppose so. And yet—I don't see why. A mortgage is a mortgage!"

He kissed her wet eyes, more tenderly than any love.

"And I must love her!" he thought, half resentful, half proud.

"Darling girl," he said, low in her ear—was she more woman or child to him? "Never mind us—what do we matter? Take us, you and Nature, mortgaged as we are, and build us into those great, living properties of yours, the new generations! It's you that count!"

She nestled closer in his arms and sighed.

"We count for too much to risk the mortgage, I suppose!"

He held her off at arms' length and looked hard into the very core of her honest eyes.

"So much, that we don't call it a mortgage, daughter," he said. "Do you know what Nature has taught us to call it?"

She caught her breath.

"What?" she whispered, terrified suddenly at his cold, appraising eyes.

"It is one of the few things that history, religion and science have agreed upon," he said slowly, "and the sons of Adam have learned it once and forever. We call it a flaw in the title, Lucia, and we look elsewhere when we are ready to build—we look elsewhere!"

And in their meeting eyes the past and future met.

SHORT SERMON.

"And Amasai said to the man of God. But what shall we do for the hundred thousand talents which I have given to the army of Israel?"—II Chronicles XXV. 9.

Amasai was the son of Joash. He came to the throne when he was twenty-five years old. Josephus says that when he was young he was very good and exceedingly careful of doing right. How Josephus knew that, we do not know; but it is likely enough that in his day authentic traditions of the kings were in existence. It is, however, not much to tell us. Most of us are pretty good when we are children; partly because we have to be. Vast numbers of men were more fit for heaven when they were Sunday scholars, than they unfortunately are now. They were more afraid of disobeying God's will then and more glad to do it. This is just the difficulty the church is confronted with to-day. In every Christian country almost all the children come under Christian instruction, but what comes of them in later life? That is the problem. The history of Amasai may be the history in substance of a good many people here and elsewhere.

There was no sudden drop in this king's moral character. He began rather well. His father had been murdered. The names of the conspirators are given in the 28th verse of the previous chapter. We may be sure that he knew them. And revenge for blood shed is and always has been a feature of all Arab races, of whom the Jews were one. According to the code of the time he might have killed all these conspirators and their families as well. No one would have called him a blood-thirsty villain for having done so, but he did not. He had respect to the law of God as revealed in his Bible, in Deuteronomy XXIV. 16: "The fathers shall not die for the children, neither shall the children die for the fathers, but every man shall die for his own sin." This was a splendid moral achievement of Amasai. He refused to follow a well-established custom out of obedience to the Scriptures. How much ahead of us he was at this stage of his life! We are always committing sins, which are plainly condemned in Scripture; and not only in Scripture but by conscience and our general knowledge of God's law; yet we do them because it suits us. The rush to be rich, the Bible condemns it; economics condemn it, the experience of infinite sorrows and disillusioning that it has created in countless souls condemns it; yet it is the trap that catches the souls of thousands. We have to think well of Amasai at this stage of his career. God's Word was not the empty name that it so often is. It puts his sword into its sheath, after he had put the actual murderers of his father to death; it drove back the hot passion of vindictiveness which would have made a clean sweep of their whole families. That was practical belief in the Bible. A little of that to-day would effect an enormous moral revolution.

We are not asked to believe that an action is sinful just because the Bible condemns it; it is the other way about. Actions are condemned in the Bible because they are in their very nature sinful. You never find that the Bible in its general spirit condemns a merely legal or artificial man-made fault. It goes down to fundamentals. And condemnation which will be pronounced by the Great Judge of all when all accounts are made up is that we have knowingly and willfully disobeyed it, when we have known in our consciences that it was right. "Thou shalt not steal." Yet men steal in countless polite ways. Thou shalt not covet. Yet we do covet our neighbour's prosperity and if he is better off than we are, we are not particular what we do if we can only be as rich as he. The

Bible hates every kind of lying, yet lies fill the air like the mists of dust. Who feels much concerned if he has wriggled out of an embarrassing situation by a smart equivocation?

THE OIL AGE.

That the oil age has actually dawned and even already reached something of its morning splendour is being affirmed daily. Two recent cablegrams from London—the one announcing the discovery of a means for the economic conversion of coal into petrol and the other reporting the acquisition by an English company of a huge oil concession in Ecuador—are but signs of the times. How definitely the new era is upon us is also shown by the lately fore-shadowed determination of the British Admiralty to adopt the new fuel for navy purposes. "There is plenty of oil in the world," said Mr Winston Churchill in the House of Commons on July 17, and indeed there is. The world's production in 1911 was as under:—

Country.	Imperial gallons.
United States	7,713,000,000
Russian Empire	2,315,000,000
Dutch East Indies	281,000,000
Romania	244,000,000
Austria	186,000,000
Japan	55,000,000
Germany	20,000,000
Canada	20,000,000

Whether, however, the oil age will prove of an advantage or otherwise to our own Empire is a question not easily disposed of. Lighthote, as Mr Churchill's Money points out in the *London Daily News*, an obvious advantage has rested with the nation which possessed the best supply of naval coal in the world, and that nation of course is the United Kingdom. But it cannot be gainsaid that the dethronement of coal means the dethronement of the Empire's special advantage. Coal more than anything else has made Great Britain what it is. It is not only because England has had the best coal supply for steaming purposes to place in the bunkers of her war ships that she is able to boast her naval supremacy but also because of her great wealth, a great wealth derived mainly from coal. Coal has given her manufacturing supremacy and made her the common carrier of the world; it is the foundation of her richness, and her richness makes the maintenance of her navy possible. Will the coming of the oil age alter all this? It can hardly fail to do so unless it is ultimately proven cheaper for Great Britain to make oil of her still vast coal reserves than to import natural oil. After all mineral oil is "merely" distilled coal. When Venice was on the verge of losing her glorious position as a world power with centuries of greatness behind her, her leaders were closeted with alchemists. Is history repeating itself? Are the chemists and physicists to be the guides, philosophers, and friends of the British Empire, and point the way to her statesmen how best to meet the new situation? It would assuredly seem so, if the recent discoveries for the economic conversion of coal into oil prove to be correct.

Roman Remains in Sea.

Mr John Phillips, a diver, was examining the bottom of the sea off Ravensraig for wreckage when he came upon a broad flight of red sandstone steps, 14ft. in width and five in number, all firmly fixed with Roman concrete. Each step was footworn in the centre. Ravensraig is believed to have been a Roman military outpost on the Yorkshire coast.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).
 For Steamship On
 MANILA, Kobe & Moji... **Yuen Sang**... Sat., 18th Oct. at 2 p.m.
 YHAMA, Kobe & Moji... **Kutsang**... Sun., 19th Oct. at d'light
 SANDAKAN, Maung... **Mausang**... Wed., 22nd Oct. at d'light
 DEINWANT, O... **Hopsang**... Fri., 24th Oct. at noon
 MANILA, Kobe & Moji... **Loongsang**... Sat., 25th Oct. at d'night
 SHANGHAI, Kobe & Moji... **Kwongsang**... Sun., 26th Oct. at d'light
 SHANGHAI, Kobe & Moji... **Yatshing**... Sat., 1st Nov. at noon

Return Tours to Japan (Occupying 24 days).
 The steamers "Kutsang," "Namsang," and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chiaofo, Tientsin, Dairen, Weihaiwei, Tsingtau.

Taking Cargo on Through Bills of Lading to Kuantai Lahadatu, Simpore, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, Apply to JASDINE, SMITH & CO., LD., Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
 Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamship Date of Sailing.
 OGDON & ANTWERP... **Vestalia**... 22nd Oct.
 OGDON & ANTWERP... **Den of Ruthven**... 10th Nov.
 OGDON & ANTWERP... **Denbighshire**... 20th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

TORIA VVER STLE Den of Airlie 14th November

TACOMA & PLAND Merionethshire 2th December

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

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BRITISH INDIA S. N. CO., LTD.

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 Yokohama, Kobe, Hongkong and Rangoon.

The S.S. will be despatched for YOKOHAMA, KOBE & MOJI at an early date taking cargo and passengers at current rates.

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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched
London via U.S. Ports of Call	Delta	P. & O.	25, Oct.
Havre & Hamburg	Uedmark	A. L.	28, Oct.
Marseilles via S'gon, S'pore, C'be, Port Said	A. Behle	M. M. Co.	31, Oct.
Marseilles London & Antwerp via Singapore &c.	Katori M.	N. Y. K.	31, Oct.
Marseilles, Havre & Hamburg	Hoerde	H. A. L.	19, Oct.
Rotterdam, R'burg and Antwerp	Bayern	H. A. L.	30, Oct.
T'ie, Fiume, V'oe via S'pore etc.	Beralia	S. W. Co.	1, Nov.
Marseilles and Hamburg, etc.	Brigaviva	H. A. L.	5, Nov.
Mexico, Peruvia & Chile etc.	Anvo Maru	T. K. K.	3, Dec.
London & Antwerp via S'pore etc.	Syria	P. & O.	29, Oct.
Havre, Emden & Hamburg &c.	Arabia	H. A. L.	15, Nov.
N'ies, G'oa, A'ra, G'ar, S'ton	Derflinger	M. & Co.	29, Oct.

NEW YORK SAN FRANCISCO AND CANADA.

New York.	Danbich Hall	B. L.	7, Nov.
Boston and New York	Polaris	B. L.	25, Oct.
San Francisco	Invincible	J. M. Co.	End of Oct.
Vancouver, via S'hai Japan etc.	E. of Japan	C. P. R.	22, Oct.
Victoria, B.C. & Seattle via Shanghai, &c.	Sanuki M.	N. Y. K.	21, Oct.
Victoria B.C. & Tacoma via Keelung, etc.	Chicago M.	O. S. K.	30, Oct.
Vancouver Seattle and/or Tacoma & P'land Or.	Andalusia	H. A. L.	29, Oct.
San Francisco via S'hai Japan	Manchuria	P. M. Co.	21, Oct.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	8, Nov.
V'ia B.C. & T'ia via K'lung etc.	Canada M.	O. S. K.	12, Nov.
San Francisco via M'la & Japan	Persia	P. M.	28, Oct.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	22, Oct.
Australian Ports via Manila	Aldenhay	G. L. Co.	31, Oct.
Australian Ports via Manila	P. Sigismund	M. & Co.	1, Nov.

SINGAPORE COAST PORTS AND JAPAN.

Yokohama, Kobe and Moji	Fultala	J. M. Co.	Q. desp.
Moji, Kobe & Yokohama	Luzon Maru	O. S. K.	30, Oct.
Nagasaki, Kobe & Yokohama	Nikko Maru	N. Y. K.	22, Oct.
Shanghai, Yama, Kobe & Moji	St. Helena	A. N.	1, Nov.
Shanghai, Kobe & Yokohama	E. Simons	M. M.	20, Oct.
Kobe, & Yokohama	Mishima M.	N. Y. K.	23, Oct.
Weihaiwei, & Tientsin	Huichow	B. & S.	3, Oct.
Shanghai	Tijuanas	J. C. J. L.	1, half 8.
Yama and Kobe via Shanghai	Tijaroom	J. C. J. L.	Q. desp.
Shanghai	Nippon	S. W.	30, Oct.
Shanghai, Kobe & Moji	Bohemia	S. W.	1, Nov.
Manila	Kutsang	J. M. Co.	22, Oct.
Batavia, Cheribon, Samarang &c.	Loongsang	J. M. Co.	25, Oct.
Foochow via Swatow & Amoy	Tjibodas	J. C. J. L.	Q. desp.
Tamau via Swatow & Amoy	Kaijo Maru	O. S. K.	22, Oct.
Swatow, Amoy & Foochow	Daijin Maru	O. S. K.	19, Oct.
Shanghai	Haikyang	D. L. Co.	21, Oct.
Singapore, Penang and Calcutta	Yatesang	P. & O.	23, Oct.
Manila, Mangarin, Iloilo & Cebu	Zafiro	J. M. Co.	28, Oct.
Bombay via Singapore Port	Indra	S. T. Co.	24, Oct.
Sham Penang & Calcutta	Indo Maru	O. S. K.	23, Oct.
Java	Tijaroom	J. C. J. L.	F. half 0.
Jesseltion, Kudat and Sandakan	Tijaroom	M. & Co.	F. half 0.
Shanghai, Moji, Kobe & Y'hama	B. Maru	N. Y. K.	31, Oct.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	24, Oct.
Singapore, Penang & Calcutta	Namsang	J. M.	25, Oct.
Kobe and Moji	Torilla	D. S. Co.	30, Oct.
Chinwantao	Hopsang	J. M.	25, Oct.
Shanghai	Yingshow	B. & S.	25, Oct.
Swatow, Amoy and Foochow	Haitan	D. L.	24, Oct.
Sandakan	Mausang	J. M. Co.	24, Oct.
Yokohama, Kobe, and Moji	Lovat	J. M. Co.	18, Oct.
Moji, Kobe & Yokohama	Sigon Maru	O. S. K.	12, Nov.
Shanghai, Moji, Kobe & X'hama	Colombo M.	N. Y. K.	27, Oct.
Anping and Takao via Swatow	South Maru	O. S. K.	29, Oct.
Swatow, Amoy & Foochow	Haikyang	D. L. Co.	21, Oct.
Manila, Cebu and Iloilo	Taming	B. & S.	21, Oct.
Singapore, Penang & Calcutta	Japan	D. S. Co.	22, Oct.
Shanghai, Kobe & Yokohama	Sambila	H. A. L.	29, Oct.
S'hai, Nagasaki, Kobe and Y'hama	P. E. P.	M. & Co.	29, Oct.
Swatow, Amoy & Foochow	Haiching	D. L. Co.	29, Oct.
Bombay via Singapore, Colombo	Penang M.	N. Y. K.	27, Oct.
Singapore, Penang & Calcutta	Yatshang	J. M. Co.	1, Nov.

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AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces or any kind of metal.

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	2 do.	30 B. H. P.
	2 do.	50 B. H. P.
	4 do.	100 B. H. P.

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ULDERUP & SCHLUTER.

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For Vessels.
 Tamsui Daijin Maru.
 DEPART ON MONDAY.
 Haiphong Hanoi.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From Vessels.
 Moji Tosa Maru.
 ARRIVE ON MONDAY.
 Nagasaki Tango Maru.
 Shanghai Katori Maru.

AMERICAN MAIL.

The P. M. s.s. NILE sailed from Yokohama for Hongkong via Manila on Friday, October 18th. The mails were transferred to the s.s. TANGU MARU due to arrive at Hongkong on the 24th instant.
 The P. M. s.s. MANCHURIA will be dispatched from this port at 1 p.m. on Tuesday, October 22nd, for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu.

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF INDIA left Yokohama on the 3rd Oct. at 4 p.m. and is expected to arrive at Hongkong on the 16th Oct.
 The C. P. R. s.s. EMPRESS OF RUSSIA left Vancouver on the 8th inst. at p.m.
 The C. P. R. s.s. MONTEAGLE due left Yokohama on the 19th Oct. at 6 a.m.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney on the 12th inst. for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.
 The E. & A. s.s. EMPIRE left Sydney on the 12th inst. for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.
 The E. & A. s.s. EMPIRE left Sydney on the 12th inst. for this port via Queensland Ports, Port Darwin and Manila and may be expected to arrive here on or about the 5th proximo.

MERCHANT STEAMERS.

The H. A. L. s.s. HOERDE left Moji on the 13th inst. p.m. and may be expected here on or about the 18th inst. a.m.
 The P. & O. s.s. NUBIA left Singapore for this port on the 12th inst. at noon and is due here on the 17th inst. at about 5 p.m.
 The H. A. L. s.s. ALBANA left Singapore on the 11th inst. a.m. and may be expected here on or about the 18th inst. a.m.
 The s.s. Glanvick passed the Suez Canal on 30th Sept. for Hongkong via Straits.
 The Mogul Line s.s. Lothian sailed from U.K. on 13th September, for Hongkong via the Straits.
 The Barber Line s.s. Saint Patrick sailed from New York on 12th ult. for Hongkong.
 The s.s. JAPAN from Kobe left Moji this 15th inst. and may be expected here on or about the 20th inst. a.m.
 The N. Y. K. s.s. NIKKO MARU (Australian Line) left Seattle for this port via ports on the 9th inst. and is expected here on 20th October.
 The N.Y.K. s.s. TAMBA MARU (American Line) left Seattle for this port via ports on the 7th inst. and is expected here on the 21st November.
 The N. Y. K. s.s. TANGU MARU (Australian Line) left Nagasaki for this port on the 16th inst. and is expected here on the 20th October, a.m.
 The N.Y.K. s.s. KATORI MARU (European Line) left Shanghai for this port on the 17th inst. and is expected here on the 20th inst.
 The N. Y. K. s.s. MISHIMA MARU (European Line) left Singapore for this port on the 16th inst. and is expected here on the 21st October, p.m.
 The N. Y. K. s.s. BOMBAY MARU (Bombay Line) left Bombay for this port on the 11th inst. and is expected here on the 20th October.
 The N. Y. K. s.s. COLOMBO MARU (Calcutta Line) left Calcutta for this port on the 12th inst. and is expected here on the 31st October.
 The N. Y. K. s.s. ATSUTA MARU (European Line) left London for this port via ports on the 11th inst. and is expected here on the 19th November.
 The N. Y. K. s.s. PENANG MARU (Bombay Line) left Kobe for this port via Moji and Shanghai on the 17th inst. and is expected here on the 27th inst.
 The N.Y.K.s.s. TOSA MARU (Calcutta Line) left Moji for this port on the 13th inst. and is expected here on the 18th October.

The N. Y. K. s.s. SHIDZUKA MARU (American Line) left Kobe for this port via Moji and Shanghai on the 17th inst. and is expected here on the 20th October.
 The N. Y. K. s.s. Kain Maru (Calcutta Line) left Calcutta for this port on the 23rd ult. and is expected here on the 12th October.
 The N. Y. K. s.s. Nikko Maru (Australian Line) left Melbourne for this port via ports on the 24th ult. and is expected here on the 20th October.
 The N. Y. K. Shidzuka Maru (American Line) left Seattle for this port via ports on the 23rd ult. and is expected on the 20th October.

The N. Y. K. s.s. Iyo Maru (European Line) left Shanghai for this port on the 19th ult. and is expected here on the 22nd Oct.
 The I.O.S.N. s.s. KUTSANG from Singapore is due at Hongkong on the 19th Oct.
 The I.O.S.N. s.s. KUMSANG from Calcutta is due at Hongkong on the 24th Oct.

The I.O.S.N. s.s. HOPSANG from Chinwantao is due at Hongkong on the 15th Oct.
 The I. O. S. N. s.s. CHUNGSANG from Sourabaya is due at Hongkong on the 22nd inst.

The I.O.S.N. s.s. KWONGSANG from Shanghai is due at Hongkong on the 20th October.
 The S.L. s.s. VESTALIA arrived Yokohama 7th inst. sailed from Moji on the 18th inst. and is due at Hongkong on the 22nd inst.

The S.L. s.s. DEN OF AIOLIE from London is due at Hongkong on the 13th November.

The H. A. L. s.s. SAMBIA left Singapore on the 15th inst. at noon and may be expected here on or about the 21st inst. a.m.

The s.s. GLENTURRET left Singapore on Sunday the 12th inst. and is due here on Saturday, 18th inst.

The Ben Line s.s. BENMOHR left Singapore, Middlebro & London left Singapore on the 14th inst. for this port, and may be expected to arrive here on or about the 20th inst.

The s.s. JELUNGA, from Yokohama and Kobe, left Moji on the 16th October, a.m., and may be expected here on or about the 20 October, a.m.

The H. A. L. s.s. SEGOVIA left Singapore on the 16th October, a.m., and may be expected here on or about the 22nd October, p.m.

VESSELS IN PORT.

Steamers.
 Kueichow, Br. s.s. 1304, Forayth, 10th inst.—Newchwang, Gen.—B. and S.
 Landrat Schell German steamer, 1015, A. Struve 10 inst.—Singapore 5th inst.—Rice—Siemens & Co.

Commercial

Industrial and Municipal Progress of China.

The following extract is from the report by H.M. Commercial Attache at Peking, Mr W.P. Ker, on the foreign trade of China in 1912:

As in the case of railways, the year has been prolific in paper schemes for manufacturing of all kinds. The Province of Hunan is as usual to the fore in company promoting, and the industrial projects recently discussed there include paper factories, cotton spinning and cloth weaving mills, flour milling and rice hulling establishments, a cement factory, besides such further enterprises as leather boot making, hat making, dyeing, printing, silk reeling, and the manufacture of sugar and felt (see "Board of Trade Journal" of 26th June, p. 767). The lack of native capital and the opposition to foreign capital preclude in nearly every case the possibility of carrying these projects into effect; indeed, the only ones which appear to have passed beyond preliminary stages are a bootmaking factory started in January, 1912, a glass factory established on a small scale for the manufacture of bottles, lamp glasses, etc., and a cotton mill at Changsha, for which a site has been secured.

The list of factories reported as having been actually opened in 1912 is a small one; in addition to the above may be mentioned a leather factory at Chungking, a weaving factory and a flour mill at Shasi, and a Franco-Chinese tannery at Tientsin. The installation of machinery for tin smelting works at Ko-Chiu in Yunnan was completed, but operations have not yet begun.

A new and powerful electric light plant was erected in 1912 in the French extra concession at Tientsin. Electric light was installed at Yunnanfu, and there are electric light projects at various stages of advancement in a dozen other cities. It was decided two or three years ago to have a system of electric tramways in Peking, and foreign financial assistance has been promised from many quarters, but the terms of the concession were apparently such as to preclude the use of foreign capital, and no progress has been made.

Canton has also a big tramway scheme under consideration, not to mention projects for hydraulic power, new roads and other city improvements. Very few cities in China have waterworks or drainage systems, although there are much more necessary than light; the difficulties of electric finance seem to be at present insuperable. For all municipal undertakings of this nature, British and other capitalists and manufacturers are only too willing to co-operate; but municipal institutions are so inchoate in China that only in rare instances can proper security be granted for the employment of such capital. H.M. Consul at Hangchow, in his annual report for 1912, has called attention to the inherent weaknesses of industrial organization in China, the insufficient capital on which business is started, the wasting of reserves, and the amateurish methods of administration. These remarks are just as true of municipal enterprises as of railways, mines and factories. As regards the development of the resources of the country the Chinese argument is that as foreign capital cannot be obtained except under conditions of foreign supervision and control, which leads to loss of independence, none but Chinese capital can be employed. But the result of the use of Chinese capital with Chinese methods as above described is that Chinese capital is no longer forthcoming, and the argument becomes what the old logicians called a "vicious circle." The fallacy lies in the failure to differentiate between the necessary degrees of supervision and control. In the case of railway construction, and in certain other exceptional enterprises, a solution has already been found, and it may be expected that experience will teach young China that in all industrial undertakings a certain modified degree of foreign control is for the present necessary. After all, the danger of the loss of independence lies not in

THE WEEKLY TELEGRAPH.

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the subjection to foreign supervision in specified industries, but in the failure to redeem obligations to foreign Governments, a failure which in present circumstances seems inevitable unless the natural resources of the country can be successfully exploited.

Japanese Merchant Marine Increasing.

The latest official returns give the number of steam vessels in Japan at the end of June last as 2,036, with a gross tonnage of 1,470,077, and registered tonnage of 233,714. The vessels with a displacement of more than 1,000 tons, number 403, their gross tonnage aggregating 1,216,035 and registered tonnage 781,894. The number of sailing vessels of more than 1,000 tons capacity is returned as 6,868, with a gross tonnage of 466,314, and registered tonnage 431,986. There were also 1,589 Japanese style sailing vessels, whose capacity is calculated by koku, aggregating 527,994 koku.

Public Companies

HONGKONG HOTEL COMPANY LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited will be held at the premises of that Company, Pedder Street, Victoria in the Colony of Hongkong, on Saturday, the twenty-fifth day of Oct., 1913, at 12 o'clock noon when the sub-joined resolution will be proposed:

"That the following new Article be inserted in the Company's Articles of Association after Article 10a thereof:

10a. "The Company shall pay dividend in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated this 14th day of October, 1913.

By order of the Board of Directors,
J. H. TAGGART,
Acting Secretary

NOTICE.

NOTICE is hereby given that a meeting of the shareholders of the HEADWATERS MINING COMPANY (INC.) will be held at the Hongkong Hotel on Wednesday, October 22nd, at 4 p.m., to consider the POSITION of the Company and its FUTURE. By order.

Hongkong, 8th October, 1913.

Intimation.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.
London Office—25, Bishopsgate, E.C.

BRANCHES:

Bombay Calcutta Canton Cebu Hankow Hongkong Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

Capital and Reserve.....\$7,000,000 (Gold)
RESERVE DESCRIPTION OF BANKING BUSINESS

DEPOSITS RECEIVED, and for one year at 4 per cent, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED, MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DEBITS granted on all the principal cities of the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available in all the principal cities of the World.

PURCHASE AND SALE OF Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

9, Queen's Road, Hongkong.
Hongkong, 1st Nov., 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000

Paid-up Capital .. 30,000,000

Reserve Fund .. 18,500,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liaoyang, London, Lyons.

Agencies at: Nagasaki, Newchwang, Osaka, Peking, Ryojun, Port Arthur, San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 30th Sept., 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital.....£1,200,000

Reserve Fund.....£1,700,000

Reserve Liability of Proprietors.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912.

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908.

PEAK TRAMWAY CO., LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 A.M. to 5.00 A.M. Every 15 Min.

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Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$15,000,000

RESERVE FUNDS:

Sterling.....£1,500,000 at 2/-=

Silver .. 17,450,000

\$32,450,000

Reserve Liability of Proprietors.....\$15,000,000

COURT OF DIRECTORS.

S. H. DODD, Esq.,—Chairman.

Hon. Mr. D. Landale.—Deputy Chairman.

G. Friesland, Esq.

E. Goetz, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

G. R. Laurence, Esq.

W. L. Pattenden, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shalim.

H. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—N. J. Stabb.

MANAGER.

Shanghai—A. G. Stephen.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 Per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.

For the Hongkong and Shanghai Banking Corporation, N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up...Sh. Tals 7,500,00

Head Office.—Shanghai.

Board of Directors.—Berlin.

Branches:

Berlin Calcutta Canton Hamburg Hankow Kobe Peking Singapore Tientsin Tsingtau Yokohama.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's Bank, Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct. 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital.....£1,500,000

Subscribed .. 1,125,000

Paid Up .. 562,500

Reserved Fund .. 415,000

BANKERS:

Bank of England.

London Joint Stock Bank, Limited.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON

THE ALEXANDRA CAFE

Cannot be Beaten, if Equalled.

For Bread, Cakes, Confectionery, meals with Wines & Liquors.

Exchange

Selling.	T/T Marks
T/T Shanghai.....2/-	204½
Demand	233
30 d/s	On Haiphong
60 d/s	On Saigon
4 m/s	On Bangkok

Buying.	
4 m/s L/O	2/- 3/8
4 m/s D/P	2/- 3/4
6 m/s L/O	2/- 13/16
30 d/s Sney & Melbourne ..	2/- 7/8
30 d/s San Fco & New York ..	49½
4 m/s Marks	210
4 m/s France	258½
6 m/s do	260½
Bar Silver, ready	28½
forward	28 3/16
Gold Leaf per tola	52.50
Bank of England rate	5/-
Sovereign	59.95

Subsidiary Coins.	
Discount per \$100	Malwa, New
Chinese	Malwa, Old
Chinese	Patna, New
Hongkong	Patna, Old
Hongkong	Benares, New
Hongkong	Benares, Old

Aug. 15.	
Malwa, New	\$3.350 per pic.
Malwa, Old	3.500
Patna, New	4.305 per pic.
Patna, Old	4.250
Benares, New	4.900
Benares, Old	4.000

Opium Quotation.	
Aug. 15.	

SA-SELLERS	SA-SALE	SA-BUYERS
STOCKS & PAID UP VALOR.	CLOSING QUOTATIONS.	AT DIVIDEND AND DATE.

Hongkong & Shanghai	\$125	\$790 s.	£2 at ex 1/115 equal to £20.31 for 1/2 year ending 30/6/13
Canton	\$50	\$345	£18 for 1912
North China	\$5	\$137½ b.	Final of 10 p.c. making 20 p.c. for 1911
Unions	\$100	\$790 b.	Final of £20 making \$50 for 1911 and Interim of \$30 for 1912
Yangtzes	\$50	\$195	Final of \$12 mak. \$15 for 1911 & Int. of \$3 for 1912

China Fires	\$20	\$153 b.	£10 for 1911
Hongkong Fires	\$50	\$375 b.	£27 for 1911
China & Manilla	\$25	\$8 s.	£1 for 1906
Douglas Steamship	\$50	\$33½ s.	\$2.50 for year end'g 30/6/13
Steamboats	\$15	\$28½ b.	Interim of \$1 for half year ending 30/6/13
Indo-Chinas (Preferred)	\$5	\$88 s.	£6 p.c. for year 1912 on preferred shares
"Shell" Transports	\$1	\$100 b.	Final of 4/- making 6/- for year ending 31/12/12
"Star Ferry"	\$10	\$57¼ b.	Int. of 1/- a/c. 1913

COMMERCIAL.

SHARE REPORT.

Measura Wright and Hornby's weekly share report, dated October 18, states:—

The local market has continued active during the week and closes with a firmer tendency.

By Silver is 28 1/2 per oz ready and 28 3/16 per oz for forward delivery, market quiet.

Exchanges on London opened today at 2 1/2 T.T.

Paris Rubber is quoted from London 3 1/2 per lb and the market for shares dull.

Bank of Hong Kong & Shanghai Banks have been booked in small quantities at \$783 and \$790 with further sellers at \$790. London quotes \$79.

Marine Insurance:—Unions have buyers at the advanced rate of \$780, with no business to report. Cantons are easier at \$345 after sales at the rate. North China are wanted at Tls. 137 1/2. Yangtze have improved to \$195, ex 73, sales in the North.

Fire Insurance:—China Fires continue in demand at \$153. Hongkong Fires can be placed at the increased rate of \$375.

Shipping:—Hongkong Canton and Macao Steamboats are enquired for at \$28 1/2. Douglas are on offer at \$33. China Manila have sellers at \$8 and buyers at \$7 1/2. Star Ferries have been sold at \$57 1/2 and there are further buyers. Indo China have been booked at \$87 and \$87 1/2, cash and equivalent rates forward, closing with sellers at \$88. Shell Transports have changed hands at 98/- and 98 1/2. London now quotes 100/- middle price.

Docks Wharves and Godowns:—Hongkong and Whampoa Docks were sold at \$73, \$79 and \$79 1/2 and close with buyers at \$80. Kowloon Wharves are steady at \$59 after sales. Shanghai Docks are enquired for at Tls. 57. Hongkong Wharves are quoted Tls. 108 sales.

Lands Hotels and Buildings:—Hongkong Lands have been done at various rates between \$110 and \$112 closing with buyers at the former and sellers at the latter rate. Humphreys Estates are quiet at \$9 1/2. Kowloon Lands have buyers at \$44, sellers asking \$48. West Point are neglected at \$72 sellers. Hongkong Hotels have sellers at \$125 and \$90 for the old and new issues respectively. Shanghai Lands are quoted Tls. 90 buyers in the north.

Refineries:—China Sugars have declined to \$95 buyers. Luzons are offering at \$35.

Mining:—Rauha have been done at \$3, \$3.10 and \$3.14 closing with probable buyers at \$3.14. Tronohs have again dropped in London to 45/- middle price. Kailans are unchanged at 32/6. Langkats have been an erratic market, sales taking place at various rates between Tls. 31 and Tls. 34. At the close Shanghai quotes Tls. 34 buyers.

Cotton Mills:—Hongkong Cottons are weak with sellers at \$9. Ewos have steadily improved to Tls. 147 buyers. Shanghai Cottons are firm at Tls. 122 1/2 and Lee Kung Mows at Tls. 105. Kung Yiks are wanted at Tls. 14 1/2, sales have taken place at Tls. 14.

Miscellaneous:—There are sellers of China Borneos at \$9 1/2. China Providents are quiet at \$8 1/2 after sales. Dairy Farms

have buyers at \$27 1/2 ex the dividend of \$1.30. Green Island Cements have been booked at various rates from \$6 1/2 up to \$7 the market closing steady at the latter rate. Hongkong Electric are quiet at \$43 1/2 sales and sellers. Union Water-works are wanted at \$17 1/2. There are sellers of China Light and Powers at \$4. Steam Laundries at \$4 and Wm Powells at \$9 1/2. There are buyers of A. S. Watsons at \$7 1/2 and sellers at \$8. Low Level Frames are offering at 9/-.

The company has declared a dividend at the rate of 5 per cent. per annum for the last half year, payable in London on 28th instant.

Quotations received from London by cable to-day:—

Banks \$79 middle.
Indigo \$28/10/-
Shells \$5/-
Tronohs \$45/-

SIR WILLIAM LEVER'S

MUNIFICENCE.

Endowment For Bolton Schools.

The governors of Bolton Grammar School announced on September 22 (as Renter wired at the time) that a munificent endowment had been given by Sir William Lever. A scheme has been completed for the amalgamation of the grammar school and the High School for girls in the town, and Sir William has now endowed them as from January next with £50,000 Lever Brothers Twenty per Cent Cumulative Preferred Ordinary shares, producing an income of £10,000 per annum. The funds are placed at the discretion of the trustees, and it is proposed to use the first five years' income to build a new school with an administrative block. Land has also been bought for additional playing fields, a private chapel, swimming baths, and a gymnasium for the girls. The area covered by the amalgamated school will be 30 acres. There is not to be education.

Bolton is Sir William Lever's native town, and he was educated at the Church Institute there. The Grammar School has already benefited by his generosity in the provision of the present buildings and playing fields. The school was first founded in 1625, and was re-founded in 1841 by Robert Lever, a native of Bolton, who became a wealthy London clothier. It is hoped that the school will be a centre for South-East Lancashire in the preparation of scholars for Manchester University.

SILIMPOPON GOAL.

BUNKERS

can be supplied at cheap rates.

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNY



Sole Agents for South China

H. RUTTONJEE & SON.

Wine & Spirit Merchants.

POST OFFICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The F.B. are informed that the Christmas Parcel Mail to the United Kingdom and countries beyond will be closed in this Office at 5 p.m. on the 7th of November. This Parcel Mail by the long sea route via Gibraltar is due to reach London on the 13th of December. The following mail of the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents and with this mail are due in London on the 30th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible.

Buttons, Coins, Thimbles, cannot be used for sealing. The Clerks of the Post Office are forbidden to admit Stamps on letters or parcels or to seal any article for the Public. Parcels that in the opinion of the Officer handling the same do not comply with the regulations will not be accepted. It is requested that Parcels be posted early.

The Bureau with the mail from London (via Siberia) of Wednesday and Saturday the 24th and 27th ult. is due to arrive here to-morrow.

The Tongo Maru with the American Mail ex Nile is due to arrive here on Monday 20th inst.

MAILS DUE.

Siberian, Emeus, 19th inst.
American, Tongo Maru, 20th inst.

MAILS CLOSE TO-DAY.

Batavia, Samarang and Sourabaya—Per CHILDA, 19th inst., 3 p.m.

Shanghai and North China—Per KWANGLOE, 19th Oct. 3 p.m.

Swatow—Per HAIMUN, 19th Oct. 3 p.m.

Japan via Kobe—Per ANIAKE MARU, 19th Oct. 4 p.m.

Shanghai and North China (Europe via Siberia)—Per CHENAN, 18th Oct., 5 p.m.

Saigon—Per PHRANANG, 18th inst., 5 p.m.

Japan via Yokohama—Per LOVAT, 18th inst., 5 p.m.

Fort Bayard—Per AMERICAN, 18th inst., 5 p.m.

TO-MORROW.

Swatow, Amoy and Tamsui—Per DAIGIN MARU, 19th Oct., 9 a.m.

Shanghai North China and Japan via Moji—Per NUBIA, 19th Oct., 9 a.m.

MONDAY, 20th Oct.

Amoy—Per SEANGBEE, 20th inst. 9 a.m.

Shanghai and North China—Per TIJPA-NAS, 20th Oct., 11 p.m.

Pakhoi and Huiphong—Per HANOI, 20th inst., 11 a.m.

Fort Bayard—Per KWONGCHAUWAN, 20th inst., 11 a.m.

Straits and India via Calcutta—Per JELUNG, 25th inst., 2 p.m.

Straits—Per EUMAEUS, 20th Oct., 3 p.m.

Straits, Burmah and India via Calcutta—TOSA MARU, 20th inst. 4 p.m.

TUESDAY, 21st Oct.

Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle—Per WASH, 21st inst., 10 a.m.

Amoy and Foochow—Per HAIYANG, 21st Oct., 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per MANCHURIA, 21st Oct., 10 45 a.m.

Saigon, Straits, Ceylon, Adelaide, Western, Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Box time for the first clearance will be included in this contract mail.—Per ARMAND BEHO, 21st Oct., 10 45 a.m.

Philippine Islands—Per TAMING, 21st Oct., 3 p.m.

Straits and Ceylon—Per KUTORI MARU, 21st Oct., 5 p.m.

Shanghai, North China and Japan via Kobe—Per KUTSANG, 21st inst., 5 p.m.

Wednesday, 22nd Oct.

Japan via Nagasaki—Per NIKKO MARU, 22nd Oct., 10 a.m.

Swatow, Amoy and Foochow—Per KALJO MARU, 22nd inst., 10 a.m.

Swatow—Per HAIMUN, 22nd inst. 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per EMPRESS OF JAPAN, 22nd Oct., 10 a.m.

Philippine Islands, Australia, Timor, Tasmania and New Zealand via Thim, 12—Per TANGO MARU, 22nd Oct., 10 a.m.

Straits and India via Calcutta—Per JAPAN, 22nd inst., 2 p.m.

THURSDAY, 23rd Oct.

Japan via Kobe—Per MISHIMA MARU, 23rd inst., 10 a.m.

Swatow, Amoy and Huiphong—Per HUICHOW, 23rd Oct., 11 a.m.

Shanghai and North China—Per LUICHOW, 23rd inst., 3 p.m.

FRIDAY, 24th Oct.

Swatow, Amoy and Foochow—Per HAITAN, 24th Oct., 10 a.m.

Sandakan—Per MAUSANG, 24th Oct., 11 a.m.

Philippine Islands—Per ZAFIRO, 24th inst., 3 p.m.

Chinwangta—Per HOPKANG, 24th inst., 5 p.m.

SHIPPING NEWS.

ARRIVED.

Tijpanas, Dutch, s.s. 2453, A. Olden Cur, 17th inst.—Batavia 8th inst., Gen.—J.C.J.L.

Kankon Maru Jap. 2900, s.s. Sarah, 17th inst.—Tientsin 15th inst., Gen.—Chinese.

Onseng, Br. s.s. 1737, Picknell, 17th inst.—Sourabaya 9th inst., Sugar—J.M. & Co.

Daungchi Maru Jap. 3149, N. Sasaki, 18th inst.—Moji 15th inst. Coal.—M.B.K.

Tosa Maru Jap. s.s. 3610, T. Satow, 18th inst.—Moji 15th inst., Gen.—N.Y.K.

Nubia, Br. s.s. 6396, F. J. Fox, 18th inst.—London 6th ult., Gen.—P. & O.

Elaboth, Ger. 991, Berg, 18th inst.—Fuzhou 13th inst., Salt.—J. & Co.

Kaijo Maru, Jap. s.s. 1292, Y. Yamamoto 18th inst.—Swatow 17th Gen.—N.Y.K.

Taming, E. s.s. 1353, G. H. Pennofather, 18th inst.—Manila Gen.—B. & S.

DEPARTED.

October 18.

Varg for Bangkok
Ryja for Canton
Selun for Bangkok
Ha ching for F. Chow
Jahun for Canton
Montrose for New York
Keongwei for Bangkok
Hangsai for F. Chow

CLEARANCES AT THE HARBOUR OFFICE.

October 18.

Landart Schell for Saigon
Prinz Sigismund for Kobe
Poratong for Haiphong
Chidlar for Batavia
Chien for Shanghai
Yuenan for Manila
Haimun for Swatow
American for K C Wan
Nubia for Yokohama
Kwonglo for Shanghai
Shanghai for Canton
Seang-Wei for Saigon
Sigan for New Kiang
Maimai Maru for Kwangyong
Loat for Yokohama
Pira Nang for Saigon
Honoi for Haiphong

PASSENGERS ARRIVED.

Per s.s. Tijpanas arrived 17th inst., from Batavia.
War, G de

Per s.s. Kaijo Maru arrived 18th inst., from Swatow.
Croswell, C F C

SHIPS PASSED THE CANAL.

London, 30th Sept.
Arrivals from China—Pruessen
Lycaon, Miyazaki Maru, Mandan
The following vessels have passed the Canal—Antenor, Australien, Machaon, Nankin.

London, 10th Oct.
The following vessels have passed the Canal—Telamachus, Mandalay.

London, 14th Oct.
Arrivals from China—Pelons, Sileia, Theseus.

The following vessels have passed the Canal—Kaga Maru, Lutow, Soetra, Afrion, Amazon, Suevia, Kansas, Rheus.

TIDE TABLE.

13th Oct. to 19th Oct. 1913.

High Water
Low Water
Mean High
Mean Low

Mon. 13 m 11 1/2 6 1/2 1 1/2
Tues. 14 m 12 1/2 7 1/2 2 1/2
Wed. 15 m 13 1/2 8 1/2 3 1/2
Thurs. 16 m 14 1/2 9 1/2 4 1/2
Fri. 17 m 15 1/2 10 1/2 5 1/2
Sat. 18 m 16 1/2 11 1/2 6 1/2
Sun. 19 m 17 1/2 12 1/2 7 1/2

m morning & afternoon.

WEATHER REPORT.

On the 17th at 11.10.—Pressure is high over China and Manchuria. It has increased slightly to moderately along the China coast, and over Formosa and the Philippines. A somewhat deep depression covers Japan.

Moderate monsoon is indicated along the east coast of China, and over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
1 Hongkong and Neighbourhood N.W. to S.W. winds, moderate to strong.
2 Formosa Channel N. winds, strong.
3 South coast of China between H.K. and Lamook The same as No. 1.
4 South coast of China between H.K. and Hainan The same as No. 1.
5 China Coast Meteorological Register. 17th October, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Force. Weather.

Wentook 7a 30.04 37 nne 7 b
Nemaro 6a 29.77 nne 5
Hakodate 5a 29.81 ne 1
Tokio 4a 29.53 nne 2
Kobe 3a 29.32 nne 1
Nagasaki 2a 29.58 nne 7
K'shima 1a 29.53 nne 3
Cahina 29.65 nne 6
Naha 29.79 nne 6
Ishijima 29.53 n 2
Honolulu 29.65 nne 1
Chefoo 29.95 57 87 n 8 b
Hankow 29.95 57 87 n 8 b
Ichang 29.95 57 87 n 8 b
Kiangsu 29.95 57 87 n 8 b
Shanghai 29.95 57 87 n 8 b
Guzhou 29.95 57 87 n 8 b
Sharp F. 30.15 68 nne 5 cm
Amoy 29.93 67 84 n 1 b
Swatow 30.09 67 77 n 1 b
Tientsin 30.02 67 77 n 1 b
Tientsin 30.01 67 77 n 1 b
Tientsin 29.99 67 77 n 1 b
Tientsin 29.95 67 77 n 1 b
Tientsin 29.97 67 77 n 1 b
Tientsin 30.10 68 51 n 2 c
Tientsin 30.02 69 40 n 2 b
Tientsin 29.99 69 40 n 2 b
Tientsin 30.00 65 nne 1 c
Tientsin 29.86 75 n 0 b
Tientsin 29.86 75 n 0 b
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T. F. Claxton, Director.

Hongkong, Observatory, Oct. 17.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q equally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous. Day On date On date

Barometer 29.97 30.02 29.97

Temperature 76 69 76

Humidity 27 40 39

Wind Direction North North SE

Force 2 2 2

Weather b b b

Rain 2 2 2

Highest open air Temperature on the 16th 75

Lowest 65

H.K. Observatory, 17th Oct. 1913.

T. F. CLAXTON, Director.

LATEST SHIPPING NEWS.

The P. & O. s.s. NANKIN arrived at London on the 17th instant, at morning.

Oysters, Fresh, Fried or Stewed

Findon Haddocks, Kippers, &c.

ALEXANDRA CAFE.

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For Steamers To Sail On Remarks

LONDON & ANTWERP via Singapore, Penang, Ceylon, Port Said, Suez, and Marseilles. Delta Capt. W.R. Le Mare R.N.R. Noon 25th Oct. Freight & Passage

SHANGHAI, KOBE, AND YOKOHAMA. Nubia Capt. F. J. Fox. 5 p.m. Sunday 19th Oct. Freight & Passage

SHANGHAI. India Capt. C. O. Talbot R.N.R. about 23rd Oct. Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 18th Oct. 1913.

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NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ABERDEEN & BREMEN. Derfflinger Capt. F. Prosch 17,000 WEDNESDAY 29th Oct. 10 a.m.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. P. Eitel Friedrich Capt. C. Mundt 18,000 About WEDNESDAY 29th Oct.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE. P. Sigismund Capt. A. Hutzig 6,000 SATURDAY 1st Nov. 9 a.m.

KOBE. P. Waldemar Capt. H. Bremer 6,100 About TUESDAY 12th Nov.

JESSELTON, KUDAT & SANDAKAN. Borneo Capt. J. Koehler About FRIDAY 31st Oct.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

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GENERAL AGENTS, HONGKONG and CHINA Hongkong, 17th Oct. 1913.

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